



Chiebnik, left, and Carson in front of Holden's HQ in Australia.

GM Engineer Comes to the Tech Center By Way of Australia's Holden Brand

by Jim Stickford

It's not often that members of a rowing club in Detroit have the chance to participate in a major rowing event in Australia. But that's what happened when the members of the Belle Isle-based Detroit Boat Club raced in the Head of the Yarra boat races in Melbourne, Australia. The opportunity last November was led by Andrew Carson, a Lead Fuel Systems engineer at the Tech Center in Warren.

Carson, in addition to his duties for General Motors, participates in both rowing and sculling. He got his start in his native Australia, and kept up the practice when he was transferred to Michigan from Australia after GM ceased producing Holden vehicles.

When he had to be in Australia during the time of the Head of Yarra boat races, he asked members of his club if they might be interested in participating. To his surprise, several said yes.

"The difference between rowing and sculling is simple," Carson said. "They both use oars, but in rowing you use both your hands to pull one oar. In sculling, you use two oars, with each hand placed on an oar.

In sculling, you can have up to four people on one boat, but it's usually a single-person sport. In rowing, you have to have at least two people, and there are four- and eight-person teams."

Getting to Detroit from Australia took some time. Carson first worked as an automotive engineer for Holden in 1991 after he

graduated from Swindurne University of Technology in Melbourne. He grew up in what he describes as a small rural agricultural community – Mildura – about 450 miles northwest of Melbourne.

"Mildura is known as the gate-

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Tech Center Undergoes Maintenance, Upgrades

Summer is a time when people take their vacations, which also makes it a perfect time for buildings and infrastructure at the GM Tech Center to be improved.

Candice Messing, a program manager on GM's Transformation Team, said that the first two weeks of July are perfect for GM to come to the Tech Center and make some changes in their buildings.

It's been traditional for the company to upkeep in July because factories have been closed and white collar employees use this time for vacation.

But things have been a little different over the past few years, Messing said.

"While its been standard to do work on buildings at this time, recently we've been placing a larger emphasis on construction and renovation of interior spaces," Messing said. "The Tech Center first opened in 1956. It was designed by Eero Saarinen and a couple of years ago was named a National Historic Landmark by the government for its architecture."

While the Tech Center was modern for the time, its infrastructure, things like power lines and phone cables, need updating. But the emphasis on interior spaces has more to do with

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Survey Says That Young Folks Really Do Like Driving

The results of a new survey by Hagerty, a membership, insurance, and media organization for collectible vehicles and owners of cars, show driving and autonomous vehicles challenges the conventional wisdom about the nation's largest generation and suggests the demise of the car among millennials was overstated during the recession.

Long thought to be less interested in vehicle ownership and driving, 81 percent of millennial drivers taking part in the nationwide survey said they like, love or are passionate about driving, in line with Gen Xers (78 percent) and baby boomers (79 percent), said Hagerty spokesman Jonathan Klinger. A full 57 percent of all drivers – including 64 percent of millennials – believe a movement will be needed to preserve the driving experience when autonomous cars are the norm.

"Full autonomy is going to save lives, make commuting easier and unclog cities," said McKeel Hagerty, CEO of Hagerty. "But these survey results also indicate that people, including millennials, are always going to want to drive themselves when they want to. It's clear people don't want to lose the joy, freedom and control that comes with having their hands on the wheel."

Hagerty commissioned the survey in response to the rapid rise of autonomous vehicle technology. The survey polled a thousand U.S. drivers 18 years and older. The mixed pool of re-



2018 Ford Mustang



2018 Fiat 500e



2018 Chevrolet Camaro

Detroit OEMs Get 6 of 10 in Coolest Cars Under \$35,000

Sometimes the coolest cars have the hottest prices, but not the cars listed on the Driving Today website – and Detroit automakers passed with flying colors.

The automotive editors at that website listed three FCA, two GM cars and one Ford in the top 10 list of coolest cars under \$35,000.

Among the vehicles listed is the 2018 Dodge Challenger R/T, said FCA spokeswoman Claire Carroll, which placed third on the Driving Today list. Editors wrote that it is a true muscle car

with Hemi V8 power under the hood, room for five and plenty of space in the trunk.

Challenger R/T features the high-torque 5.7-liter Hemi with 375 horsepower and up to 410 lb.-ft. of torque mated to either the TorqueFlite eight-speed or standard six-speed manual transmission.

For 2019, the Challenger R/T has a starting U.S. Manufacturer's Suggested Retail Price of \$34,100, making it the most affordable V8 in the segment.

Editors also liked the Fiat 500e for its beautiful interior and praised it for its zero emissions, Carroll said. It placed sixth on the list and editors wrote that it "captures fiscal and environmental responsibility while maintaining a fun driving experience."

The final FCA selection by editors is the Fiat 124 Spider Abarth for its beautiful exterior Italian styling and great handling for on-road performance, Carroll said. It was number two on the list.

Editors wrote that "from a pure

electric vehicle, to a classic two-seat sports car, to what has to be the best muscle car bargain on the planet, FCA is offering some of the coolest cars out there," said Jack R. Nerad, contributing editor at Driving Today.

"The Fiat 500e is the cheekiest EV on the street; the Fiat 124 channels the best aspects of the traditional sports car, and then there is the Dodge Challenger R/T and its beefy Hemi V8.

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These comparison views show how Ford tech (bottom) helps traffic flow.

Ford Car Tech Helps Keep Traffic From Jamming Up

Ford and Vanderbilt University researchers demonstrated over the Fourth of July holiday period that so-called phantom traffic jams could be minimized with widespread use of adaptive cruise control available today in most Ford vehicles.

The team conducted what is believed to be the largest, most realistic demonstration of its kind, showing that existing technology could help minimize phantom traffic jams, which hap-

pen for seemingly no reason and can cause hazardous traffic backups, said Ford spokesman Wes Sherwood.

On a closed Ford test track, 36 drivers simulated normal highway traffic using adaptive cruise control, which can automatically slow down and speed up to keep pace with the car in front without getting fatigued or distracted.

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Local Writer Set To Speak About Her Book, Movie

A local author will speak about how her book became a movie at a special gathering sponsored by the Warren public library.

Michigan author and winner of *Suspense Magazine's* Crimson Scribe Award Karen Dionne will be at the Miller Library on Wednesday, Aug. 1, at 6 p.m.

She is scheduled to talk about her book, "The Marsh King's Daughter," set in the Upper Peninsula.

Dionne will also discuss writing and getting published, and the making of "The Marsh King's Daughter" movie, said Warren librarian Amy Nelson.

The program will be held in the cafeteria (room 420) of the Warren Community Center.

Registration is required, Nelson said. To register, go to warrenlibrary.net or call the Miller Library at 586-751-5377.

The Miller Branch Library is located at 5460 Arden in the Warren Community Center (between 14 Mile and Chicago Roads, west of Mound).

Engineer Comes to Tech Center Via Australia

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way to the desert," Carson said. "There are about 10,000 people who live there and they grow mostly grapes for wine and a little wheat. The town is right off Australia's biggest river, the Murray. But go 30 miles north, and you'll find no water."

After finishing his schooling, Carson worked for Holden, a GM brand. But in the last few years, automotive manufacturing in Australia has come to an end. Holden, Ford and Toyota have all closed down their manufacturing facilities in the country. The Holden brand still exists, but the vehicles will be rebadged from GM manufacturing sites around the world.

While GM no longer needed engineers for Holden, it still needed engineers to develop new kinds of automotive technology.

Carson had been making regular visits to Michigan before GM closed down manufacturing in Australia, and was one of several Holden engineers offered a job at the company's facilities in the state.

"I had been here for a couple of weeks every year and decided to bring my wife Tanya for a visit in 2014 to see if she liked the idea of moving here," Carson said. "We had a look around and she agreed and we moved here with our two children. James is now 12 and Emma is now nine years old."

Carson said it took the family a while to adjust to a new home in another country. "Emma, especially," he said. But there was Skype and the kids learned to make friends.

When the family went back for a visit in 2017, Emma found that she and her old friends had grown apart.

"That's to be expected at their age," Carson said. "The kids meet new people and play different sports. Boys in Australia play cricket and Australian Rules Football. The girls play Netball, which is like basketball, but without a backboard."

Carson said one funny thing is that Emma has lost her Australian accent.

"People are often confused by the fact that Emma is my daughter because of our different accents," Carson said. "James' accent is on its way out, too."

One thing that surprised Carson and his wife are the seasons. In Melbourne, winter is a more of a conceptual idea. But here in Michigan the seasons are distinct and very different from each other.

"My wife was really surprised at how green things get in the summer," Carson said. "In Australia, things are more brown. And the kids love the snow in the winter. It was really a nice surprise to have snow on our lawn. But I must admit that I'm getting a little tired of having to plow the driveway."

Carson said the family had heard about Detroit's reputation in Australia and some family members were sure they would somehow get swept up in violence.

But they live in Oakland County and said that metro Detroit is a lovely place to live.

"It's like Melbourne," Carson said. "There are areas of poverty and areas of wealth. But metro Detroit has everything someone would want."

Carson said he continued his rowing hobby here in Detroit, and likes the Belle Isle course because it's so straight. In Australia he rowed on rivers, which had bends and curves.

While many people are surprised about his being able to continue his hobby in Detroit, Carson said the Detroit and Belle Isle boat clubs have a storied history going back to around 1839.

When the Detroit Boat Club first was started, it had three main activities – rowing, sailing and swimming.

Eventually, swimming was eliminated and the sailing and rowing portions divided into the Detroit Boat Club Crew, under sponsorship of Friends of Detroit Rowing and Detroit Boat Club, which maintains a boathouse on Belle Isle to this day.

In 2017, the Carson family had to return to Australia for a short time to renew their visas. That time period in November coincided with the Head of the Yarra boat races.

That's when Carson mentioned the race to his fellow Detroit Boat Club members who said they'd like to go.

They actually participated in

two different events. The aforementioned Head of Yarra races, Carson said, and the Melbourne Head Regatta boat races. They were the only crews from the United States.

"We didn't do well at the Head of Yarra event, but our members won two races each in the Melbourne Head Regatta," Carson said.

While in Australia, Carson took his fellow boat club members to Holden's Australian headquarters, even taking a picture with fellow member Joe Chiebnik holding copies of the *Tech Center News*.

"There are still people in the building using it," Carson said. "But there used to be more."

"As for my future, I think I will be transitioning from fuel systems to energy systems."

"No matter what happens to car designs, they will still need to be propelled and have to store energy no matter what power-train systems are used."

Uber's Head of HR Resigns

DETROIT (AP) – Uber's chief human resources officer has abruptly stepped down.

Liane Hornsey told employees in an email obtained by The Associated Press last week that she is leaving the company, but gave no reason.

Hornsey writes that employees may think the decision came out of the blue, but she has been thinking about leaving for a while. The company would not comment on the reason for her departure. She did not immediately return a telephone message from The Associated Press.

The departure comes amid CEO Dara Khosrowshahi's efforts to change the ride-hailing service's culture to prevent repeated misbehavior including widespread sexual misconduct under former CEO Travis Kalanick.

"Together, our team has lived up to our cultural norm of doing the right thing," Hornsey's email said.

In a separate email, Khosrowshahi praised Hornsey for releasing the company's first diversity

report and ushering in equal pay for all employees. She's been with the company since January of last year.

Hornsey was hired from Japanese technology conglomerate SoftBank in January of 2017. She also had spent nearly a decade leading Google's human resources department.

She was hired just weeks before a female former Uber engineer penned a blog exposing sexual harassment that included propositions from her boss. The blog by Susan Fowler said that her complaints to the Human Resources department were ignored.

The company fired 20 people including some managers after an investigation by former U.S. Attorney General Eric Holder's law firm. In an interview with The Associated Press last year, Hornsey said she wasn't aware of widespread sexual harassment when she took the job, and it didn't come up in early group listening sessions with employees.

But allegations were mentioned on the company's human resources complaint hotline and in one-on-one conversations, she said.

"This is not just something people talk about en masse. For us, it's eradication. There are no half measures at all. We've kept a hotline and we have very, very robust ways of people raising issues confidentially," she said.

Court: 'No' to VW

BERLIN (AP) – Germany's highest court says investigators can examine internal documents seized last year from automaker Volkswagen as part of a probe into the diesel emissions scandal.

The Federal Constitutional Court on July 6 dismissed a legal complaint from Volkswagen seeking to block authorities from using the documents for their investigation. VW has been embroiled in a scandal involving its diesel vehicles since 2015, when authorities revealed the company had used engine software to cheat on emissions tests.

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Tech Center Gets Upgrade During Summer

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changing GM's work culture and less to do with replacing copper phone cables with fiber optic cables.

"We look at this slow time as an opportunity to change work spaces and change a work culture and how people work in that new culture," Messing said. "We have eight different space types for people to work in."

They are:

- A telephone room. This allows people to speak on the telephone without bothering neighbors. Messing joked they could also turn into Superman without people seeing.
- Huddle rooms. These allow up to six people to get together and talk without someone having to reserve a conference room.
- Regular conference rooms. These can hold more people and contain the equipment needed for communications and presentations.
- Multipurpose rooms. These are what Messing calls the "Lego Block" rooms that have lots of stuff that people can assemble for different purposes.
- Quiet rooms. These are basically like libraries. People go there when they need quiet to work.
- "Town Common" areas. Messing said these have all the things break rooms have, but are meant to be used at any



The Tech Center is getting refitted and upgraded this summer.

time, not just at mealtimes. People can meet here in a more relaxed setting, but still get work done.

- IDEA areas. Messing said they are like huddle rooms, but in open areas. The concept is to have an area where people can come and go and form ideas. It's called IDEA because it built around the concept of ideation, which means the creative process of generating, developing, and communicating new ideas, where an idea is understood as a basic element of thought that can be either visual, concrete, or abstract.

There are eight different kinds of work spaces because GM doesn't believe in a one-size-fits-all solution. Different people work in different ways. And people might need one particular environment one day, but another environment on a different

day, depending on the task at hand.

"We've just redone three floors in the Tower, also known as the VEC building," Messing said. "They have been transformed into new and open environment work spaces. We are always looking to improve and change our work spaces. As a result, some of the work is basic maintenance and upkeep, but a lot has been about transformation."

And construction of the two new parking structures is going apace, Messing said. "They should be ready for use within the next few months. People are especially excited about the land bridge that will connect one of the structures with the VEC building. It will create more space for employees as well as keep them warm in the winter and dry in the summer. Sometimes construction is just about avoiding bad weather."

Survey Says Young Folks Really Do Like Driving

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spondents consisted of millennials (35 percent), Generation X (26 percent), baby boomers (31 percent), and the silent generation (8 percent). The margin of error is +/-3.1 percent. The survey was fielded in spring 2018.

On the appeal of driving, the survey found:

- 79 percent of all respondents from all generations are passionate about, love or like driving;
- 85 percent said driving is an important part of American culture;
- 81 percent said learning to drive a car is a rite of passage worth preserving;
- 71 percent said driving is often fun even when they're not driving for fun;
- 70 percent said driving is "time for myself";
- 61 percent said driving was often a positive emotional experience;
- 59 percent said driving is a form of stress release;
- 77 percent agree they'd rather drive themselves on an open winding road.

On the subject of autonomous vehicles, the survey found that more than 85 percent of people will always want the option of driving a car themselves and 79 percent aren't willing to see driving disappear. Supporting the

desire for co-existence among autonomous and human-driven vehicles, the survey found that 66 percent of respondents didn't think automation has to threaten the benefits of driving.

As a result of these findings, Hagerty has launched an initiative called, "Why Driving Matters," to organize and amplify the voices of car lovers when it comes to future driving laws, Klinger said.

"One of our goals will be to work with policymakers so that years or even decades from now when the bulk of cars are fully autonomous, the act of driving is protected," Hagerty said.

Hagerty is hosting a series of town hall discussions that will engage the public and media in dialogue around the importance of driving.

Additional dates for the nationwide series will be available this month.

"The idea of actually exploring, actually driving, actually seeing different spaces, it's the way I grew up and it's something I fear being lost," Hagerty said.

"(Technology makes) it easy to connect with people all across the world, but are we really seeing the spaces around us? I'm not so sure anymore.

"One of the things I love about being in a car and especially driving one myself is I'm somehow taking command."

Macomb County Seeks Club Coordinator

Macomb County's MSU Extension office is seeking an AmeriCorps service member to serve a one-year assignment beginning September 2018 as a 4-H SPIN (special interest) club coordinator.

The club coordinator will be responsible for delivering SPIN club programming to area schools and/or community partners, said Macomb County spokeswoman Kathy Jamieson.

Tasks will include:

- Planning and organizing 20 4-H SPIN clubs with volunteers that focus on science, technology, engineering, arts and math (STEAM) topics and utilize the 4-H SPIN club guide, planning worksheet and record of finances.
- Engaging between 90 and 100 new youth in 4-H SPIN club programming.
- Recruiting, screening and training 20 volunteers to serve as club leaders, to provide guest programming or to otherwise support 4-H SPIN clubs and associated activities.
- Hosting quarterly family engagement nights.

Collecting data and submitting reports to the site supervisor and to the 4-H STEAM Corps program manager.

Members will receive a living allowance of \$13,732 to be distributed bimonthly at a rate of \$624.18 (pre-tax) throughout their service term as well as student loan forbearance for qualified loans.

Upon successful completion of service, an education award in the amount of \$5,920 will be issued. Members will serve 40 hours/week.

All interested candidates should submit a resume and cover letter to Kathy Jamieson at jamies13@anr.msu.edu by 11:59 p.m. on July 25, Jamieson said.

The position is contingent upon funding from the Michigan Community Service Commission.

Michigan State University Extension (MSUE) brings educational programs to residents, empowering them to improve their lives and community.

County-based MSUE staff, in concert with on-campus faculty members, serve residents with programming focused on agriculture, natural resources, children, youth, families, community and economic development, Jamieson said.

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Bosch, Daimler Join Forces for AV Technology

Bosch and Daimler are speeding up the development of fully-automated and driverless driving in the city and are decisively setting the course, said Daimler spokeswoman Anja Weinert.

The partners have chosen California as the pilot location for the first test fleet.

In the second half of 2019, Bosch and Daimler will offer customers a shuttle service with automated vehicles on selected routes in a California metropolis, Weinert said.

Daimler Mobility Services is envisaged as the operator of this test fleet and the app-based mobility service. The pilot project will demonstrate how mobility services such as car sharing (car2go), ride-hailing (mytaxi) and multi-modal platforms (moovel) can be intelligently connected to shape the future of mobility, Weinert said.

In addition, the partners have decided on the U.S. technology company Nvidia as the supplier of the artificial intelligence platform as part of their control unit network, Weinert said.

To develop a driving system for fully-automated and driverless vehicles, Bosch and Daimler rely on their years of automotive expertise, Weinert said.

TACOM Commander LeMasters Retires From U.S. Army

The Detroit Arsenal's Tank-automotive and Armaments Command (TACOM) has a new commanding officer.

Maj. Gen. Clark W. LeMasters, Jr., last week turned over his command to Maj. Gen. Daniel G. Mitchell. TACOM was LeMasters' final assignment. He said that he will be moving to the retirement house he bought in North Carolina, just below the Virginia border.

The change of command ceremony, held on July 12, was overseen by Gen. Gustave Perna, commander of the U.S. Army Materiel Command, which oversees TACOM.

Donna Edwards, TACOM Community and Media Relations officer, said the ceremony was held at the Detroit Arsenal's new running track area. Past ceremonies were held in parking lots.

The ceremony began with a history of the Detroit Arsenal and the history of TACOM. Perna noted it all started back in 1940, just before the United States' entry into WWII.

The location in Warren was carved out of farm land, but since then both Detroit and the duties and commands at the Detroit Arsenal have grown.

Now TACOM manages the Army's ground and support systems materiel enterprise and the Army's related organic industrial

capabilities. TACOM develops and delivers readiness for ground and support systems globally from its headquarters at Detroit Arsenal, Perna said.

"It's a great day and I would like to begin by saying we appreciate this nice Michigan weather," Perna said.

"The ceremony is being held in that perfect storm between the state's 10 months of winter and what they call summer heat."

Perna said change of command ceremonies have a storied history in the Army and matter because a commander must be ready to do his all for his troops and his mission. Perna also said that under LeMasters, TACOM has made great strides in improving service to the American soldier and that Mitchell will continue on that path.

LeMasters said that when he took command he told his troops that the TACOM mission wouldn't change. It's about sup-



Mitchell speaking at the TACOM change of command ceremony.

porting soldiers, but the way they perform their mission will improve and evolve.

"I challenge you and your peers to transform, change and complete the mission that's been started," LeMasters said.

Mitchell thanked LeMasters for his hard work and said that TACOM's goals remain the same no matter who is in command – integrate and sync up Army procedures for the benefit of soldiers.

Ford Tech Helps Traffic From Jamming Up

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Those drivers then drove the same course, but without the technology – meaning they had to manually brake and accelerate the vehicle, Sherwood said.

The results of the test showed vehicles using adaptive cruise control reduced the impact of a braking event more than those vehicles without the activated technology.

Even with just one in three vehicles using adaptive cruise control, the test yielded similar traffic-busting benefits.

"A fun Fourth of July family road trip can quickly become irritating when traffic slows to a crawl – especially once you learn there was no reason for the gridlock," said Michael Kane, supervisor, Ford Co-Pilot360 Technology.

"We encourage Ford owners who have adaptive cruise control to use it during their summer travels in the hope this smart technology today can be that first step to help ease commutes."

Ford currently offers adaptive cruise control on 71 percent of U.S. models.

"For years, traffic researchers

and engineers have been looking to smart vehicle technologies to reduce traffic congestion, whether that's vehicles that talk to each other or vehicles that can predict the road ahead," said Daniel Work, civil engineering professor at Vanderbilt University.

"This demonstration was a unique opportunity to understand how commercially-available active driver-assist technologies can be used to positively influence traffic flow."

Work and lead PhD researcher, Raphael Stern, have been working with the support of the National Science Foundation to determine how smart technologies can provide a pathway to fewer traffic snarls – and reduced overall fuel consumption, Sherwood said. They plan on publishing the results of the Ford demonstration in an upcoming academic journal.

As with crashes, human factors – such as merging into traffic without signaling, distracted driving, poor driving habits and reaction times, or unnecessary braking – are the main causes of phantom traffic jams.

Think of it like this: Once one driver hits the brakes, a chain reaction can occur as other driv-

ers tap their brakes, causing the flow of traffic to halt, Sherwood said.

"Unlike the traffic jams caused by accidents or road construction, phantom traffic jams appear out of nowhere," Work said. "Combined, traffic backups cost the typical American commuter on average an additional 41 hours a year sitting in traffic at a cost of \$1,400 per commuter."

These figures take into account lost productivity, fuel burned while idling and increased wear and tear, Work said.

This year, the company is launching FordCo-Pilot360, the most advanced suite of standard driver-assist technologies – a combination other non-luxury competitors don't offer standard in North America – to help people navigate these challenging conditions, said Work.

Ford Co-Pilot360 includes standard automatic emergency braking with pedestrian detection, blind spot information system, lane keeping system, rear backup camera and auto high-beam headlamps.

The new 2019 Edge is Ford's first vehicle to offer adaptive cruise control with new lane centering technology, providing support on long road trips by helping keep the vehicle centered in its lane.

Three lanes of 12 vehicles each were tested on a closed high-speed oval simulating the traffic patterns of a regular American highway.

The lead vehicles in each lane slowed from 60 to 40 mph to mimic a traffic disturbance.

Without the ACC technology, the drivers each braked harder than the vehicle ahead, which led to a braking wave that became more pronounced further down the traffic stream.

In other words, the non-ACC drivers amplified the initial braking event, in some cases to the point where traffic slowed to a crawl, Sherwood said.

The demonstration was repeated with all vehicles using adaptive cruise control set at 62 mph, just slightly higher than the lead vehicles to ensure the vehicles remained in a constant platoon.

In these demonstrations, the ACC systems outperformed the human drivers in almost every braking situation.

Work said that in test one run, the ACC actually suppressed the braking wave so well that the last car in the lane only slowed by 5 mph instead of coming to a stand-still.

"The fact that we saw a commercially-viable ACC system fully suppress the traffic backup is quite impressive," Work said.

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GM Student Corps Members Going to School This Summer

GM Student Corps members will spend the day at University of Detroit Mercy's McNichols Campus Thursday, July 19, engaging with faculty and learning important life skills as they prepare for college.

The Corps is celebrating its sixth year helping young people in underserved school districts transform their communities and jump-start their futures.

Students will spend the day at University of Detroit Mercy's McNichols Campus, engaging with faculty and learning important life skills as they prepare for college.

"Nine of this year's GM college intern leaders are current Detroit Mercy students," University of Detroit Mercy President Antoine M. Garibaldi said. "Since 2013, more than 60 Detroit Mercy students have received GM internships from the Student Corps program."

Student Corps, an extension of GM's commitment to education, matches teams of 10 high school interns with retired GM executives and college interns to plan and execute community service projects, usually at schools and parks, said Gary J. Erwin, associate vice president of Marketing & Communications at U-D Mercy.

The program hires 150 students from 15 high schools in Metro Detroit, Flint and Pontiac as General Motors interns and the students manage all aspects of their projects, from budgeting, planning and troubleshooting to meeting deadlines.

"We are committed to preparing students to tackle today's challenges and become tomorrow's leaders, by providing them with opportunities for life skills development and career preparation," said Heidi Magyar, director of GM Corporate Giving.

"With help from our GM retiree and college intern mentors, these high school students learn the value of teamwork, leadership, goal-setting and community service – lessons they'll carry with them the rest of their lives."

Student Corps high school interns are selected based on their leadership potential, dedication, determination and academics, Magyar said. In between physical tasks of cleaning, landscaping and painting, they attend workshops on managing money, building relationships and staying healthy and safe, and they tour GM facilities and dealerships.

One of the highlights of the program is the July 19 event at Detroit Mercy where students participate in workshops on student success, leadership and how to prepare for college, Erwin said.

Students wrap up their work in mid-August, then report on their projects – and lessons learned – to program champion Mark Reuss, GM executive vice president and president, Global Product Group and Cadillac, and his leadership team.

However, the program usually doesn't end there: Most retirees stay connected to the students, checking in on grades, goals and personal challenges long after summer's over, Magyar said.

Former GM Student Corps high school intern Brianne Hall is one example of the program coming full circle. Brianne participated in the program in 2014 as a high school student at East Detroit High School (now Eastpointe High School). Her first exposure to Detroit Mercy was through the program.

After excelling in the Student Corps assignment and graduating from high school, she enrolled at UDM in the fall of 2015.



GM Student Corps participants visited several locations in 2017, including this school in Flint.

This summer, four years after her first involvement in the program, she is a rising senior in the nursing program and is returning to Student Corps as a college intern and mentor to help other students see their potential.

"I knew I wanted to come back to the GM Student Corps program," she said, "because I want to be able to pass on some of the lessons that I learned to the next class of high school students. The program is a big reason why I am where I am today, attending and thriving at Detroit Mercy as a first-generation college student."

Matt Ybarra, who graduated from Detroit Mercy's five-year MBA program in 2016, was hired by General Motors upon his graduation

to serve as program coordinator for the GM Student Corps. He was initially selected as a GM Detroit Mercy college intern at River Rouge High School in the first year of the GM Student Corps program.

Now, as the program coordinator, he works closely with Detroit Mercy administrators and faculty members to ensure that students receive a compelling experience that helps them gain a stronger understanding of college life, Magyar said.

"GM Student Corps helps create safer, more sustainable communities," he said, "but just as importantly, it changes lives. It's so much more than just a 10-week program and it's truly special to see the ongoing mentoring

relationships between the GM retirees, college interns and high school students.

"I am very happy to be in a position at General Motors where I can give back by providing a valuable growth opportunity for students in Metro Detroit, Flint and Pontiac."

Since its introduction in 2013, the GM Student Corps has provided nearly 800 summer internships, 57 school improvement projects and more than 59 park renovations.

Last summer alone, the GM Student Corps led improvements at 18 schools and 12 parks.

Students also built 40 bikes for donation to children in need and assembled 47 picnic tables and benches.

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U.S. Appeals Court Says Yes to VW Settlement

SAN FRANCISCO (AP) – A U.S. appeals court on July 9 approved a \$10 billion settlement between Volkswagen and car owners caught up in the company's emissions cheating scandal.

The deal delivered “tangible, substantial benefits” and the federal judge who approved it did more than enough to ensure it was fair, a three-judge panel of the 9th U.S. Circuit Court of Appeals ruled unanimously.

The German automaker agreed to spend up to \$10 billion compensating owners of roughly 475,000 Volkswagens and Audi vehicles with 2-liter diesel engines – the bulk of the vehicles caught up in the scandal.

Volkswagen acknowledged that the cars were programmed to cheat on emissions tests. Under the terms of the deal, the automaker agreed to either buy back the cars or fix them and to pay each owner thousands of dollars in additional compensation.

U.S. District Judge Charles Breyer in San Francisco approved that deal in 2016 as part of a \$15 billion settlement that also included \$2.7 billion for unspecified environmental mitigation and an additional \$2 billion to promote zero-emissions vehicles. The 9th Circuit ruling on July 9 considered several objections, including returning to Volkswagen any of the \$10 billion that is not paid out.

About 90 percent of affected vehicles have already been removed from the road or modified, Elizabeth Cabraser, lead attorney for Volkswagen owners and leaseholders, said in a statement July 9.

“We are pleased with the court’s decision, which acknowl-

edges the widespread support this historic settlement has received from affected Volkswagen owners and lessees and the substantial benefits available to class members,” she said.

Volkswagen has acknowledged that more than 550,000 vehicles in the U.S. were programmed to turn on emissions controls during government lab tests and turn them off while on the road. Investigators found that the cars emitted more than 40 times the legal limit of nitrogen oxide, which can cause respiratory problems.

BMW Will Stick With Plans for South Carolina

SPARTANBURG, S.C. (AP) – BMW says it is sticking with plans to add 1,000 workers in South Carolina, even though the company will start production of a new vehicle in China.

BMW and Chinese partner Brilliance Automotive Group Holdings said July 9 a joint venture called BMW Brilliance Automotive will increase the number of vehicles made annually in China to 520,000 next year.

BMW spokesman Ken Sparks told the *Herald-Journal* of Spartanburg the company’s new electric iX3 SUV will be produced only in China. He says it won’t affect Spartanburg production.

Sparks also said BMW has not changed plans to expand in Spartanburg and start production of the new X7 model later this year. The company plans to add 1,000 jobs by 2021. BMW says the hiring would bring Spartanburg employment to about 11,000 jobs.



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Automotive Sedan Market Not Quite Dead Just Yet

The ever-shrinking sedan segment might just have some life left in it after all. At least that's what analysts at Autolist have concluded.

Consumer interest in sedans could rebound in the wake of rising interest rates by the Federal Reserve, according to a recent study by Autolist. The study found that the upward trend in gas prices could also boost sedan sales, echoing a similar trend that was seen during the 2008 recession, said Autolist spokesman Chase Disher.

Sedans could use all the help they can get, Disher said. Sales have steadily declined in recent years, as crossovers, SUVs and trucks have surged in popularity. Thanks to a combination of light trucks' improving fuel economy and a greater number of models available – plus cheap gas and easy borrowing – sedan sales have dropped in the U.S. every year since 2014.

This has led brands like Ford, General Motors (including its Cadillac division) and FCA to announce plans to cut their sedan offerings significantly in the near future, as they bolster their light truck offerings with new models and expand the reach of existing nameplates.

But that trend toward light trucks could hit a roadblock in the form of higher financing costs, Disher said.

In June, the Fed raised its benchmark interest rate, a move widely expected to push interest rates higher on auto loans, mortgages and credit card debt. The Fed also indicated it could raise rates two more times in 2018, Disher said. Such a move could have a direct impact on the type of vehicles consumers prefer, according to Autolist's data.

About 45 percent of consumers said they would be more likely to choose a sedan over an SUV or crossover if financing costs rose, Autolist analysts discovered. And 25 percent said they would still buy the type of light truck they're considering, 16 percent said they wouldn't buy either a sedan or a light truck and 14 percent said they would still buy a light truck but would opt for one smaller than what they're currently considering.

Meanwhile, the steady climb in gas prices over the past year could also prop up the sedan market, Disher said. Currently, the U.S. average for a gallon of gas is \$2.91, according to AAA, a 30 percent increase from this time last year. In California – the nation's largest auto market – an average gallon of gas costs \$3.72.

The last time sedans enjoyed a resurgence was in 2008, thanks to the global financial crisis and

a jump in gas prices, Disher said. Autolist's survey found that history could repeat itself.

About 49 percent of respondents said that they would choose a sedan, rather than an SUV, if gas topped \$4 a gallon. Another 23 percent said they would still buy the light truck they're considering, 14 percent said they would still buy a light truck – but one smaller than what they're currently considering and 13 percent said they wouldn't buy a sedan or a light truck.

Despite the positive impact that gas prices and interest rates could have on sedan sales, Autolist's survey also found that the number one reason current sedan owners choose that vehicle type was cost, over size, practicality, fuel efficiency, safety, style and fun-to-drive factor, Disher said.

This is a bad sign for the sedan market, because the price delta between sedans and the light truck market is shrinking as SUVs and CUVs become available at more price points. The more the price difference shrinks, the less sedans can rely on their key element of appeal.

Autolist polled 1,192 current car shoppers in late May to gauge the health of the sedan market.

OEM Supplier Piston Auto Gets New GM

Effective July 20, Bob Holloway has been named General Manager at Piston Automotive, a Piston Group company.

Holloway, who replaces Steve Hayworth, will be responsible for all business operations at Piston Automotive. He most recently was vice president, Marketing & Sales and Program Management at Piston Automotive. He will report to Piston Group Chief Operating and Financial Officer Amit Singhi. Hayworth will remain at Piston Automotive until July 20, 2018, to complete the transition.

"Bob has progressed well within Piston Automotive and is now ready to lead the organization to the next level," said Piston Group Chairman and CEO Vinnie Johnson. "We would like to thank Steve Hayworth for his contributions over the last few years, and executing the plan we laid out for him to develop a successor for the organization."

"Bob is a great leader and a consummate professional," Singhi said. "He can rally the troops and will help drive continued growth and operational improvements at Piston Automotive."



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Federal-Mogul Grants Students Scholarships

Continuing its commitment to technician education in the automotive service industry, Federal-Mogul Motorparts has chosen the recipients of 12 \$2,500 tuition scholarships on behalf of its Garage Gurus technical education network, presented to students enrolled in accredited post-secondary automotive technology schools.

This is the fourth consecutive year for this program, and during this time, the company has handed out \$120,000 in tuition support to future automotive service professionals.

“The main goal of the Garage Gurus scholarship program has remained the same since its introduction – to encourage and support the next generation of automotive and truck repair service professionals as they pursue their careers,” said Brent Berman, director, training and consumer experience, Federal-Mogul Motorparts.

“These scholarships often serve as motivation to these men and women to fully engage in their training to become knowledgeable and active technicians in the future.”

Students who will receive Garage Gurus scholarships for the 2018-2019 academic year are: John Hartman, Lima, Ohio; Jessica Jahuey, Sugar Hill, Ga.; Holly Pierre, Planfield, Ill.; Madison Lusche, Columbus, Neb.; Jaivon Bennett, Waldorf, Md.; Miguel (Mike) Perez, Rifle, Colo.; Emily Koch, Warren, Mich.; Joseph Waldeyer, Manasquan, N.J.; Kimberly Rains, Horse Shoe, N.C.; Mary Griswold, Eau Claire, Wis.; Kyle Sadler, Mont Belvieu, Texas; Stetson Wolfe, New Castle, Pa.

FCA Employees Clean Up by Planting Garden

When rival automakers come together, it's usually to brag about their latest engineering accomplishment or to re-imagine the future of mobility, but sometimes they garden.

Yes, garden, wrote Kaileen Connelly, manager of Corporate Communications at FCA on the company's Web site.

“As part of the Suppliers Partnership for the Environment quarterly meeting, environmental reps from Daimler, Ford, General Motors, Honda, Toyota and various auto suppliers got their hands dirty to help FCA US replenish a pollinator garden on our North American headquarters campus in Auburn Hills,” Connelly wrote.

Pollinators, such as bees, birds, and butterflies, play an important role in maintaining the health of the ecosystem and supporting agriculture by planting pollen grains, which in turn result in fruit and seed, but are declining in stark numbers, Connelly wrote.

The U.S. Department of Agriculture notes that pollinators are responsible for assisting over 80 percent of the world's flowering plants.

“Our ‘Wildlife at Work’ team has taken note and is taking action,” said Mark Werthman, Environmental, Health and Safety lead at FCA US. “From bat and bee houses to butterfly waystations, we know these simple projects play a vital role in biodiversity conservation.”

“On June 2, we planted our fourth pollinator garden with the help of Avondale High School students from Auburn Hills. Together with FCA employees and family members, the students planted 80 native species to Michigan, including the showy goldenrod, purple coneflower,



Werthman helps FCA volunteers refresh gardens at the company's HQ.

and gray-headed coneflower, in hopes of attracting bees and butterflies. Forty dogwood trees will be planted in July.

“Our commitment goes beyond our headquarters. Through our membership with the Wildlife Habitat Council (WHC), we are now tracking and promoting healthy biodiversity at 12 facilities across North America.”

The following locations currently have pollinator projects in motion:

- Monarch butterfly waystation at Toledo Assembly Complex in Toledo, Ohio
- Urban honeybee hives at Mack Avenue Engine Plant in Detroit.
- Pollinator garden at Warren Stamping Plant in Warren.

- Pollinator garden at Sterling Heights Stamping Plant.
- The FCA US headquarters received a WHC Conservation Certification in April 2015.

“We thank our partners, our competitors, and our community for their support and engagement as we build pollinator populations,” said Werthman.

Brexit Actions Affect Brit Auto Industry

by JILL LAWLESS
Associated Press

LONDON (AP) – Britain passed a Brexit hurdle as its flagship European Union Withdrawal Bill became law June 26. But the government faced a new warning from business that uncertainty about the U.K.'s departure from the EU was putting investment and jobs at risk.

Pro-Brexit lawmakers in the House of Commons cheered as Speaker John Bercow announced that the European Union Withdrawal Bill had received royal assent. The bill was passed by Parliament last week and officially became law with the granting of assent by Queen Elizabeth II – a technicality, since no monarch has refused to sign a bill since 1707.

Prime Minister Theresa May said it was a historic moment for Great Britain and a significant step toward delivering on the will of the British people.

The bill, which will translate thousands of pieces of EU law into British statute, faced a rocky journey through Parliament. Pro-EU lawmakers and members of the House of Lords tried to amend it to soften the terms of Britain's departure.

Most of the changes were overturned by narrow Commons votes. But pro-EU lawmakers say they will try to defeat the government on other EU-related legislation if it tries to push for a “hard Brexit” that severs close economic ties between Britain and the bloc.

With nine months to go until Britain leaves the EU on March 29, 2019, businesses say uncertainty about the divorce terms is starting to hurt the economy.

On June 26, the Society of Motor Manufacturers and Traders said investment in auto production fell by almost half in the last year. It was 347 million pounds (\$460 million) in the first half of 2018, down from 647 million pounds during the same period a year earlier.

Chief Executive Mike Hawes said the British government's insistence that the U.K. will leave the EU's tariff-free single market and customs union “goes directly against the interests of the U.K.

automotive sector, which has thrived on single market and customs union membership. Our message to government is that until it can demonstrate exactly how a new model for customs and trade with the EU can replicate the benefits we currently enjoy, don't change it.”

The industry statement follows warnings from manufacturers Airbus, Siemens and BMW that leaving the EU without a comprehensive free trade deal would hurt British businesses and cost thousands of jobs.

Uncertainty is already having an impact. A survey by law firm Baker McKenzie has found that almost half of EU businesses have cut back on their investment in Britain since the 2016 vote to leave the bloc.

The survey found that Euro-

pean businesses widely support a post-Brexit deal that keeps trade relations as close as possible to the existing conditions

Many U.K.-based businesses want the same thing, but the British government is split between Brexit-backing ministers who want a clean break so that Britain can strike new trade deals around the world, and those who want to keep closely aligned to the bloc, Britain's biggest trading partner.

May is caught between the two factions. She says Britain will leave the EU single market and customs union while seeking “as frictionless as possible” trade with the bloc. A paper setting out the U.K. government position on future relations was been delayed until July because the Cabinet cannot agree on a united stance.

Group Seeks Explorer Recall

DETROIT (AP) – A nonprofit auto safety advocacy group is asking Ford to recall 1.35 million Explorer SUVs due to continued complaints of exhaust fumes in the passenger compartments.

The Center for Auto Safety says it found 44 complaints in a government database about fumes and potential carbon monoxide after owners had taken Explorers in for free repairs in a Ford customer service campaign that started last October.

The center made its request in a letter to Ford CEO Jim Hackett in the first week of July.

The National Highway Traffic Safety Administration has been investigating the problem for two years in police and civilian Explorers from the 2011 through 2017 model years, but it has not reached a conclusion.

Ford says Explorers are safe, owner complaints have decreased and the free service has addressed the exhaust odors. The company says anyone who isn't satisfied with the repairs should contact their dealership “for further inspection.”

In the service, Ford said mechanics would check for leaks in the rear lift gate gaskets and drain valves. If any leaks are found, they'll be sealed or gaskets will be replaced to prevent

fumes from entering. They'll also reprogram the air conditioning to let in more fresh air.

“The continued complaints and corresponding reports of incidents and injuries demonstrate the problem of carbon monoxide exposure inside Ford Explorers has not been resolved,” Jason Levine, the center's executive director, said in a statement. Based on complaints, Levine said the problem seems to have continued into model year 2018 Explorers “suggesting that the issue apparently has not been designed out of the vehicle.”

Levine said he thinks NHTSA would look into the effectiveness of a recall if 44 owners complained that the remedy did not work. The center also said Ford and NHTSA should do a recall “before tragedy strikes” from a driver or passenger being overcome by fumes.

Prior to October of last year, Ford had focused on fixing only law enforcement versions of the Explorer. But while maintaining the civilian versions were safe, Ford said it decided to do a service campaign for them in response to customer concerns about odors and carbon monoxide.

NHTSA began its investigation of Explorers in July of 2016.



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‘Coolest Cars’ Come from Detroit

CONTINUED FROM PAGE 1

“Each one of them is cool,” he said.

Driving Today editors also had nice things to say about Chevy Volt, which came in number 10 on their list.

They wrote, “The Chevrolet Volt might have saved General Motors from the wrecking ball when all hell broke loose in the economy in 2008.

“Surviving bankruptcy, the Volt never became the dominant seller some thought it would be, but it continues to feel like a vehicle that is advancing the pace of auto technology.

“It is a good-looking, five-passenger plug-in that offers almost 50 miles of electric range before its on-board 149-horsepower internal combustion engine kicks in to recharge the battery pack.

“Depending on your duty cycle, your trips to gas stations could be very rare.

“Inside, the Volt is filled with consumer-friendly touches. The base model, priced right around \$35K, includes LED exterior lighting, remote entry and start and an eight-inch touchscreen-operated info center. OnStar and mobile Wi-Fi hotspot functionality are also included.”

The Ford Mustang came in as number seven on their list. Editors wrote the “Ford Mustang invented the pony car segment, and it has rolled with the punches of high fuel prices, emissions controls and changing consumer tastes for 50 years now.

“The current Mustang is a reflection of today’s realities. It is

offered in a full-on, high-horsepower V8-powered version or a more modern turbocharged four-cylinder edition that delivers surprising all-around performance and handling.

“No, the four-cylinder won’t provide the forceful acceleration of the 460-horsepower V8, but its 310-horsepower and significant (350 lb.-ft.) peak torque results in a very satisfying vehicle.

“Part of the good news is the Mustang’s chassis has transitioned from buckboard-rudimentary to very sophisticated, so the well-balanced blown four-cylinder car is a blast to drive. Plus, with the intelligent update of iconic Mustang styling, it is a blast to be seen in, too.”

The Chevy Camaro was number five on their list. Editors wrote that “back in the day, a Camaro or a Mustang with a six-cylinder engine was thought as a ‘poser’ car. Though it looked cool, it had no real performance to back it up. These days, though, six-cylinder and even four-cylinder-powered Camaros and Mustangs can deliver serious driving involvement.

“Take, for example, the six-cylinder version of the Camaro here on our list.

“This car is no poser. It offers 335 horsepower from its all-aluminum 3.6-liter dual overhead cam V6.

“The result is a vehicle that looks terrific and, at the same time, is a well-balanced, sharp-handling road car.

“Equipped with alloy wheels, limited-slip differential, remote entry and start, power seating,

seven-inch touchscreen with parking camera, six-speaker audio, Bluetooth and Wi-Fi hotspot, the Camaro is exceptionally well-equipped. Now more than ever, it’s designed for just two occupants, but that’s cool, too.”

Hyundai Warns Tariffs Might Hurt U.S.

SEOUL, South Korea (AP) — Hyundai Motor Co.’s labor union said last week that steep auto tariffs the U.S. is considering could cost tens of thousands of American jobs.

The labor union at South Korea’s largest auto company said in a statement that if President Donald Trump goes ahead with imposing 25 percent auto tariffs, it will hurt Hyundai’s U.S. sales and jeopardize some 20,000 jobs at a Hyundai factory in Alabama.

The labor union, which has 51,000 members in South Korea, said its contracts with Hyundai Motor mandates Hyundai to shut down overseas factories first before closing its plants in South Korea in the event that restructuring becomes inevitable.

“If South Korean car exports to the U.S. get blocked and hurt sales, the U.S. factory in Alabama that went into operation in May 2005 could be the first one to be shut down, putting some 20,000 American workers at risk of layoffs,” the statement said.

The union said that South Korean carmakers were already penalized during the renegotiations of the bilateral trade agreement. Seoul and Washington agreed to postpone the removal of tariffs on Korean pickup trucks by another 20 years.

China Getting Tesla Facility

BEIJING (AP) — Electric car producer Tesla will build its first factory outside the United States in Shanghai under an agreement signed July 10, becoming the first wholly foreign-owned automaker in China.

Tesla Inc.’s announcement comes amid mounting U.S.-Chinese tension over technology and follows Beijing’s April promise to end restrictions that required foreign automakers to work through local partners.

Tesla said construction would begin in the near future, once official permits are obtained. It said production would begin two to three years after that and eventually increase to 500,000 vehicles annually.

No financial details were announced. A city government statement said the factory would be the biggest foreign investment to date in Shanghai, a base for joint ventures between General Motors Co. and Volkswagen AG and a state-owned automaker.

The signing ceremony was attended by Tesla chairman Elon Musk, Mayor Ying Yong and other Chinese officials, according to the city government.

China is the world’s biggest electric vehicle market but Tesla and other producers including GM and Nissan Motor Co. had been reluctant to transfer manufacturing to this country due to the requirement to share technology with Chinese partners that might become rivals.

Tesla began selling cars in China in 2014, shipping them from its California factory, which added a 15 percent import duty to the price. Despite that, China quickly became its No. 2 market after the United States.

“Tesla is deeply committed to the Chinese market,” the company said in a statement.

Tesla is among companies hit by additional 25 percent import duties imposed by Beijing in retaliation for a tariff hike by U.S. President Trump in a dispute over technology policy.

Automakers are pouring bil-

ions of dollars into developing electric car models for China.

GM, Ford Motor Co., VW, Nissan and other competitors have announced ventures with local automakers to develop models for China’s lower-income market.

Sales of pure-electric passenger vehicles in China rose 82 percent last year to 468,000, according to an industry group, the China Association of Automobile Manufacturers. That was more than double the U.S. level of just under 200,000.

Beijing is using access to its market as leverage to induce global automakers to help Chinese brands develop battery and other technology.

Auto brands in China are required to make electric vehicles at least 10 percent of their sales starting next year or buy credits from competitors that exceed their quotas. Later, they face pressure to raise those sales in order to satisfy fuel efficiency requirements that increase annually.

Also on July 10, Germany’s BMW AG announced a partnership with China’s biggest SUV maker, Great Wall Motor, to produce electric versions of its MINI cars. Tesla said it also would set up a research and development facility in Shanghai.

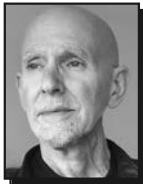
The company said the China factory would not affect production in the United States, which is forecast to increase.

Tesla announced last year it was talking to the Shanghai city government about possibly building a factory.

The plan went ahead after Beijing said in April it would end limits on foreign ownership of electric vehicle producers this year.

Industry analysts suggested the ruling Communist Party believes its own producers such as BYD Auto are close to being able to compete with global brands in performance and price. Ownership restrictions on other parts of the auto industry are to end by 2022, the government said.

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FCA's Latest Police Pursuit Vehicle is a Dodge Durango

Today's police car isn't always a car. Just look at the new Durango Pursuit vehicle.

Dodge took its new Durango Pursuit to New Orleans, introducing the new 2019 model at the 2018 National Sheriffs' Association Show June 15-19, said FCA spokeswoman Kristen Starnes.

"Dodge already leads the police pursuit sedan business with the proven Charger Pursuit, and we believe the 2019 Dodge Durango Pursuit SUV will expand our appeal to an even broader audience and take our game to the next level in terms of performance," said Steve Beahm, head of Passenger Car Brands – Dodge//SRT, Chrysler, and Fiat, FCA - North America.

"The Durango gives law enforcement agencies even more of what they want: a more spacious interior room, a higher ride height, Hemi V8 performance and efficiency."

New for 2019, the Dodge Durango Pursuit features a new front fascia with integrated brake-cooling air ducts for improved brake performance and durability. Durango Pursuit also now features a performance-tuned, load-leveling suspension to bolster control and stability, enhancing its Pursuit-level driving capabilities, Starnes said.

The 2019 Dodge Durango Pursuit offers the standard 3.6-liter Pentastar V6 engine rated at 293 horsepower and 260 lb.-ft. of torque or the available 5.7L Hemi V8 rated at a best-in-class 360 horsepower and 390 lb.-ft. of torque.

All Durango Pursuit models are equipped with an eight-speed automatic transmission and all-wheel drive (AWD). Dodge Durango Pursuit V8 models include the segment's most technologically advanced AWD system with a



2019 Dodge Durango Pursuit

segment-exclusive active transfer case to improve real-world fuel economy while also enhancing the vehicle's traction and handling.

The 5.7-liter Hemi V8 is the same powertrain combination most commonly deployed in the Dodge Charger Pursuit, the top-selling police sedan in the U.S.

market, Starnes said. The Durango Pursuit also offers a two-speed transfer case for true low-range off-road capability and incorporates larger, heavy-duty anti-lock brakes that deliver a 60-0 mph stopping distance of 134 feet.

Additional highlights for 2019 include a performance-tuned suspension, load-leveling NIVOMAT shocks, 13.8-inch front and 13-inch rear pursuit-rated brake package, front- and rear-stabilizer bars and 18-inch tires on aluminum wheels.

Other highlights include ParkView rear backup camera with ParkSense, spot lamp wiring prep package, red/white auxiliary dome lamp, 220-amp alternator, 800 cold cranking amp (CCA) battery (with V8 engine only), heavy-duty oil cooler and water pump, power locking fuel filler door, 8-way power adjusting driv-

er seat controls, certified speedometer and class-exclusive K-9-friendly Tri-Zone interior control.

2019 Dodge Durango Pursuit models earned an EPA-estimated 25 miles per gallon (mpg) highway with the 3.6-liter Pentastar V6 and 22 mpg highway with the 5.7-liter Hemi V8 engine.

Durango Pursuit V8 can tow a best-in-class 7,200 lbs. and offers standard trailer sway control. Durango Pursuit features the segment's longest wheelbase at 120 inches for added stability and handling.

A spare tire is mounted under the vehicle, maximizing interior cargo space and accessibility, while offering 8.1 inches of ground clearance for added off-road capability, Starnes said.

The Durango Pursuit V8 has a starting MSRP of \$29,995, excluding destination.

Nissan Admits to Fixing Emissions Tests in its Factories

by YURI KAGEYAMA
AP Business Writer

TOKYO (AP) – Nissan Motor Co. said July 9 in a statment to the public that it altered the results of exhaust emissions and fuel economy tests of new vehicles sold in Japan, in the latest instance of misconduct to surface at the Japanese automaker.

Nissan acknowledged in September that it had been carrying out illegal post-production tests at its plants, allowing those who weren't qualified to routinely conduct the tests.

The new misconduct surfaced while Nissan was checking on its operations recently. Nissan said it found the findings "regretful," as it was trying to correct itself,

and it promised to continue to investigate.

Nissan, which makes the Leaf electric car, March subcompact and Infiniti luxury models, said the safety and fuel economy of all the vehicles still were within required limits.

The erroneous testing does not affect exports.

In the earlier scandal, workers in training had been borrowing and using the "hanko," or stamps that are often used in Japan for signatures, of certified personnel.

Because of the problems, Nissan has had to recall more than a million of its vehicles for re-inspection.

Such practices had been routine for decades, beginning as early as 1979, according to Nissan.

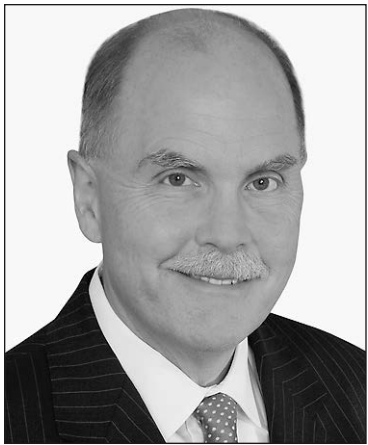
Plant workers were aware the procedure was illegal and covered it up when government inspectors visited the plants to check on manufacturing procedures.

Executives have taken pay cuts. The problems did not result in quality problems because they were the final step before vehicles were shipped out, according to Nissan.

Japan's corporate world has been hit by embarrassing scandals in recent decades that raise serious questions about company ethics.

Kobe Steel also acknowledged massive fake inspections, which had spanned years and affected products sent to hundreds of companies, including aluminum castings and copper tubing for autos, aircraft, appliances and trains.

Japanese scandals are often characterized by employees covering up for dubious performances and relationships to "save face," sometimes out of loyalty to the company, rather than illegal enrichment for personal gain as is more common in some other countries.



Frederick Henderson



R. Bruce McDonald

New Adient Board Member

Frederick A. "Fritz" Henderson has been appointed interim chief executive officer to Adient, a global manufacturer in automotive seating. John M. Barth, Adient's current lead director, has been appointed interim chairman of Adient's board.

The appointments were made official on June 11.

Henderson was most recently chief executive officer of SunCoke and, prior to that, served as president and chief executive officer of General Motors, said Adient spokeswoman Mary Kay Doder. He has 26 years of automotive experience including direct involvement in China and Asia Pacific and 20 years of general management and operating experience, eight of which were as a CEO.

He has served on the Adient board since the company was established as a public entity in 2016. Henderson will remain a board member but will relinquish his position on the governance committee.

Henderson succeeds R. Bruce McDonald, who is stepping down from his role as chairman and CEO, effective immediately, and will remain as an advisor to the CEO until Sept. 30.

The Adient Board of Directors has commenced a comprehensive search process to identify a new CEO, Doder said. That process will be coordinated on

behalf of the board by directors Barb J. Samardzich, Peter H. Carlin and Raymond L. Conner.

"Bruce McDonald made significant contributions during the formation of Adient plc to ensure a successful spin-off," said Barth. "Bruce and the board agree that now is the right time for a new leader with a fresh perspective to drive value in the next phase of Adient's life as a public company. Fritz brings the right leadership skills and operational experience to step in and immediately accelerate our transformation, providing the time to conduct an expeditious and thoughtful search for a new CEO."

"While our market position remains strong," said Henderson, "and our China joint ventures continue to perform at high levels, we recognize that we are not executing at the levels we are capable of in our consolidated Seat Structures and Mechanisms and Seating segments, and that shortfall has been reflected in our financial results and valuation.

"My immediate focus is on better operational execution to drive meaningful improvements in profitability and free cash flow. We know what needs to be done and we will be approaching the work ahead of us with urgency."

McDonald has served as the company's chairman and CEO since its separation from Johnson Controls in 2016.

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