# **Detroit Auto Scene**

"FIRST IN THE HEART OF DETROIT"

VOL. 86 NO. 34

**SEPTEMBER 3, 2018** 

#### FCA Takes Fight **Against Hunger** Very Seriously

Chrysler brand is teaming up with No Kid Hungry, a national campaign that is focused on ending child hunger in America today.

Chrysler's support will help No Kid Hungry continue its work to improve the lives of families across the country by ensuring children have the food they need to succeed.

FCA spokeswoman Diane Morgan said that, according to No Kid Hungry, one in six kids in America lives with hunger. When kids don't have the food they need, they are more likely to struggle in school, miss class and not feel well.

No Kid Hungry is helping to end childhood hunger in America by making sure kids get the food they need every day, Morgan said.

Since the launch of the campaign in 2010, one-third fewer children are now facing hunger. Chrysler is working with the campaign to provide up to 1.5 million meals. For more information, visit NoKidHungry.org/onedollar.

"Through our partnership with No Kid Hungry, the Chrysler brand is able to help bring awareness to childhood hunger

**CONTINUED ON PAGE 2** 

**GM Unveils a New Collision Help Program** 

For General Motors, interaction with car owners doesn't end once the buyer leaves the showroom floor.

General Motors' Customer Care and Aftersales division launched on Aug. 8 the GM Collision Repair Network at NACE Automechanika Atlanta, a trade show dedicated to the automotive collision industry.

The network is designed to help drive customer safety, customer satisfaction and strong results for dealers and independent collision repair facilities, said John Eck, collision manager, GM Customer Care and Aftersales.

"We put the customer at the center when we designed the GM Collision Repair Network because for them, nothing is more important than knowing they can trust in the safety and integrity of their vehicle when it leaves the repair facility," said Eck.

"The collision repair industry will benefit, too. The National Highway Traffic Safety Administration reports more than six million police-reported car crashes occur every year, and as vehicle technology evolves, it's more important than ever to complete proper repairs and run an efficient enterprise.'

After a collision, GM's Collision Repair Network, combined



GM Customer Care and Aftersales launched a Collision Repair Network to build on current training programs.

with OnStar, helps educate and empower GM vehicle owners by helping them locate repair facilities where qualified technicians follow proper repair procedures using original equipment replacement parts, Eck said.

For dealerships and independent collision repair facilities, the new Collision Repair Network

will build on GM's current training and tools-focused programs, while adding standards for preand post-repair scanning, repair procedures, calibration and overall repair.

Repair facilities in the network should experience a more streamlined collision repair process, including reduced time spent on diagnosing and pulling repair procedures, Eck said.

Dealers and independent collision repair facilities interested in the GM Collision Repair Network can email GMCollisionRepairNetwork@GM.com or visit GenuineGMParts.com to enroll and learn more about the network requirements and fees, Eck said.

## **Ford Employee Takes Mustang Around Track**

Donning a fire suit and helmet, strapping into a 500-plushorsepower race car and taking it onto a test track to top out at more than 190 mph is part of an average workday for an elite squad of Ford's high-performance driving engineers.

These engineer drivers known as tier-four test drivers deploy their finely honed skills to take Ford Performance vehicles to their limits of traction, power and speed in order to ultimately apply their learnings to developing the company's mainstream vehicles, said Ford spokesman Jiyan Cadiz.

"Not only are these elite Ford Performance drivers the best of the best, many of their peers believe they have the company's coolest jobs in that they get to bring their enthusiasm, technical know-how and racing expertise to work every day," said Ben Maher, technical specialist, global driver safety and leader of Ford's internal driver qualification program.

Of the more than 10,000 specially rated test drive engineers at Ford, only about 20 at any moment have completed the rigorous training and certification to qualify for tier-four status, Cadiz said. To keep the team competitive, Maher leads a peer committee that identifies and nominates candidates from among the stable of tier-three drivers who have demonstrated readiness for the next level of training.

Having the right tool to stay competitive and agile at the track is critical to ensuring Ford's tier-four drivers remain at the top of their game. The latest tool that Maher and Andy Vrenko, vehicle dynamics engineer, Ford Performance Parts, have turned to is a limited-edition Mustang FP350S track car.



Ford technical specialist Maher also works as a test driver.

minute details - such as steering objective requirements to be a wheel angle, brake pressure and tier-four driver. even the transition time be-

"The performance limits of

#### Tesla Driver **Crashes** Car In Auto Pilot

SAN JOSE, Calif. (AP) - Authorities say a Tesla driver, who said he thought his car was in Autopilot mode, crashed into the back of a firetruck in San Jose.

The California Highway Patrol says in a statement to the media that the Tesla rear-ended a fire engine that was stopped with its emergency lights activated along US-101 around 1 a.m. Aug. 25.

37-year-old The driver, Michael Tran, told officers, "I think I had autopilot on."

Tran was later arrested on suspicion of drunken driving. It wasn't immediately clear if he had an attorney.

The San Francisco Chronicle reports that the two firefighters in the firetruck were not injured. The newspaper says Tran and a female passenger in the Tesla were taken to San Jose Regional Medical Center with minor injuries

Aside from a full roll cage and second seat, the FP350S has a 50-channel data acquisition system that allows drivers to gauge their performance down to

tween throttle and brake pedal, the FP350S are so high that to Vrenko said. All of this is ex- master it, vehicle control needs tremely helpful in providing indi- to become automatic," said vidualized instruction as well as ensuring the driver meets the

**CONTINUED ON PAGE 2** 

Tesla's semi-autonomous Autopilot mode has come under scrutiny following other recent crashes.

A Tesla that crashed while in Autopilot mode in Utah in May accelerated in the seconds before it smashed into a stopped firetruck, according to a police report obtained by The Associated Press. Two people were injured.

The carmaker says the function is not designed to avoid a collision and warns drivers not to rely on it entirely.

It was unclear whether Autopilot was activated. Tesla says in a statement that it "has not yet received any data from the car. but we are working to establish the facts of the incident."

View This Week's Edition at http://DetroitAutoScene.com

#### Aptiv, Lyft Say 'Viva Vegas' When will self-driving cars beand more connected solutions enabling the future of mobility.

come available for consumer use? The truth is they already have, said Aptiv spokeswoman Rachelle Valdez.

Thousands of residents and tourists in Las Vegas are taking Aptiv self-driving cars - accompanied by a safety driver and safety operator – to and from popular spots on the high-traffic strip.

Aptiv is a global technology company that was recently spun off from Delphi Automotive and has facilities in Troy and Auburn Hills. It develops safer, greener

#### turing sites and customer support centers in 45 countries.

"In May, our team announced the deployment of 30 self-driving cars, equipped with Aptiv's autonomous driving platform," Valdez said. "These vehicles are offered to the public of Las Vegas via the Lyft app. We are proud of a significant milestone: 5,000 self-

**CONTINUED ON PAGE 2** 

Aptiv is working with Lyft to deploy 30 self-driving cars.

Aptiv has approximately 150,000 employees and operates 14 technical centers, as well as manufac-

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Deadline: Thursday 5:00 p.m. for the next edition of Monday

William Springer II, publisher Lisa A. Torretta, operations Jim Stickford, news

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#### Ford Employee Enjoys His Track Time

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Maher. "High-limit driving becomes intuitive to the point that when one of these drivers gets in another vehicle, they are freed up to observe more of what's happening at the vehicle level."

Because Ford regularly rotates engineers between Ford Performance and its product engineering teams, technology and durability learnings are quickly transferred from various motorsports programs to Ford Performance products and then to the company's entire product lineup, Cadiz said.

These lessons include Eco-Boost engine innovations and advanced drive mode technologies developed in the Le Manswinning Ford GT, Baja-proven F-150 Raptor and track-capable Mustang Shelby GT350 programs that now are offered on vehicles such as the new Edge ST, Expedition and F-Series.

"We are fortunate to have such fire-breathing enthusiasts who live to make our Ford Performance vehicles world-class, then can take that know-how to our mainstream offerings so all of our customers benefit," said Hermann Salenbauch, global director, Ford Performance vehicle programs. "It's an age-old industry mindset, you can't create great performing products without the commitment and passion of the people behind them."

## Two Decades of the Escalade

Since its public debut at the Pebble Beach Concours d'Elegance in August 1998, the Cadillac Escalade has become a cultural phenomenon and defined the full-size luxury SUV segment, said Cadillac President Steve Carlisle.

"Over the past 20 years, the Escalade has prevailed not only as a highly regarded full-size luxury SUV, but also as a cultural icon that is synonymous with style and sophistication," he said. "From the highway to the big screen, the Escalade has been embraced by drivers and fans around the world."

Escalade quickly grew to dominate its segment, leading in total sales since 2014 and for 15 of the last 20 years, said GM spokeswoman Tara Kuhnen. In fact, each year since the Escalade was redesigned in 2015, consumers have spent about \$3 billion or more on the model. Sales have topped more than three-quarters of a million in the U.S. and 836,000 cumulative global sales (including ESV, EXT and Hybrid models).

Born in the nascent days of the luxury SUV movement, the Escalade quickly established itself as the segment's preeminent entry, channeling Cadillac's signature design, technology and performance in an all-new proportion, Kuhnen said. Customer response was quick and intense, as buyers embraced the Escalade's spaciousness, capability and unmistakable presence, he said.

"That combination immediately struck a chord," said Carlisle. "It introduced Cadillac to an entirely new generation of luxury customers via popular culture and changed perceptions of what the brand could offer."

The Escalade's strong initial sales leaped more than 35 percent when the second-generation model was launched for 2002 and grew another 55 percent the following year, when the versatile Escalade EXT model entered full production.

By its fifth anniversary in 2004, Escalade sales had ballooned approximately 230 percent, and the vehicle had changed the lexicon of luxury vehicles for customers, trendsetting influencers and valets, Kuhnen said.

The Escalade established a history of innovation and earned a reputation as a technology leader, with features such as:

- The first full LED headlamps (2009) and first LED highbeam headlamps and taillamps with total internal reflection (2015).
- The first full-size luxury SUV to offer Magnetic Ride Control, the world's quickestreacting suspension system (2009).



1999 Escalade

- The world's first full-size luxury SUV hybrid, which offered a 50 percent improvement in EPA city fuel economy (2009), 20 mpg with the Hybrid and 12 mpg for the non-Hybrid (2WD models).
- The first front-center airbag in a luxury SUV, along with the first haptic Safety Alert Seat (2015).

Industry accolades for Es-

calade continue to grow, and include *Consumer Guide Automotive*'s Best Buy Award for five consecutive years and 16 J.D. Power study awards.

The 2019 Escalade offers 65 percent more horsepower with 52 percent greater EPA-estimated highway fuel economy than the original 1999 model (2WD models compared): 15 mpg (1999) versus 23 mpg (2019).

## FCA Takes Fight Against Hunger Seriously

#### d CONTINUED FROM PAGE 1

and support the organization's work across America," said Steve Beahm, head of Passenger Car Brands – Dodge, SRT, Chrysler and FIAT, FCA – North America.

"Childhood hunger is a solvable problem. No child in America should go without a meal and, as a trusted family brand, our work with this campaign will help ensure more kids across the country have the food they need to learn and grow."

"There is no possible excuse for children to be hungry in this great country of ours. Yet it happens – every day," said Tom Nelson, president and CEO of Share Our Strength, the organization behind the No Kid Hungry campaign. "We are grateful for partners like Chrysler who are committed to helping us in our efforts to end



#### Taste of the Nation

childhood hunger once and for all."

Chrysler's support of upcoming No Kid Hungry initiatives include:

• Taste of the Nation (events): Premier chefs, mixologists and sommeliers lend their time and skill in more than 25 cities, drawing 3,000 chefs and 25,000 attendees each year, all coming together to help end child hunger. The latest event was in Chicago on Aug. 29 with famed Chicago chefs Lee Wolen, Chris Pandel, Chris Curren, Toni Roberts, Elissa Narow, and visiting chefs Kwame Onwuachi, Dale Talde and Cesar Zapata.

• Chefs Cycle: Part fundraiser, part endurance cycle, all to end childhood hunger in America. Award-winning chefs and members of the culinary community fight hunger outside of the kitchen with Chefs Cycle, completing a three-day, 300-mile ride for No Kid Hungry. In September, chefs and celebrities, including Bryan Voltaggio, Chad White and Seamus Mullen, will hop on their bicycles to bring awareness and raise funds to end childhood hunger.

• Bake Sale for No Kid Hungry: This initiative inspires Americans to use their ovens and host bake sales in their homes, schools, offices and more to raise money to help end childhood hunger.

## Aptiv, Lyft Say 'Viva Las Vegas' When Testing AV System

CONTINUED FROM PAGE 1

driving public rides – powered by the Aptiv autonomous driving platform."

Hitting 5,000 consumer rides is a major milestone, not just for Aptiv and Lyft, but for the entire mobility space, Valdez said. commercial self-driving program, and we are proud to be offering autonomous vehicles for public use today," Valdez said. "We continue to see exponential growth in passenger rides, with nearly perfect user ratings of 4.96 out of 5 stars. This partnership is a true proof point that Aptiv's autonomous driving platform and its vehicles will change the world of mobility. By demonstrating the viability of our commercial selfdriving product and creating better efficiency for transportation

"This is the first of its kind network providers, consumers mmercial self-driving program, will have access to safer and d we are proud to be offering more accessible transit."

> This partnership, which launched at CES 2018, is an example of the tremendous impact that occurs when two leaders in mobility – Aptiv and Lyft – come together to share in their respective expertise, Valdez said.

> "Aptiv has a long history of developing safer, greener, and more connected mobility solutions, including our autonomous driving systems," Valdez said. "With our ride-hailing partner Lyft, we've



made it possible for the public to experience the future of transportation today. Since the start of offering Aptiv self-driving cars to the public on the Lyft network, feedback has been increasingly positive."

The average passenger rating is 4.96 out of five stars. Passengers have been describing their rides as an amazing experience and have been impressed with how technologically advanced the car is while feeling safe and at ease.

And 96 percent of passengers have indicated that they intend to ride again, and 20 percent of our passengers have already jumped in for their second or third self-driving ride, Valdez said.

"This is an important next step for Aptiv on our path to commercialization for Automated Mobility on Demand (AMoD). Through this deployment, we look forward to fine-tuning our management, expertise and leadership in autonomous driving and smart vehicle architecture, with plans to expand the commercialization of AMoD beyond Las Vegas," Valdez said. "We are creating, with our partners-like Lyft - a commercially viable ecosystem which is poised for scalability and future growth."

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## **Detroit Auto Scene**

SEPTEMBER 3. 2018

"FIRST IN THE HEART OF DETROIT SINCE 1933"

## **Tesla Rivals Move to Capture EV Markets**

FRANKFURT, Germany (AP) -While Tesla grapples with internal issues like production delays, a sometimes-erratic CEO and a recent about-face on whether to go private, its rivals are moving aggressively into the luxury electric vehicle space.

In the last few days of August, German competitors Mercedes-Benz and Audi, the luxury arm of Volkswagen, have both unveiled production-ready electric sportutility vehicles aimed at Tesla's Model X.

Meanwhile, Jaguar Land Rover offers the I-Pace electric SUV while further out, Porsche is taking on Tesla's Model S high-performance luxury car with the Taycan, expected to reach the market in late 2019.

The established carmakers have multiple motives. They need zero driving emissions vehicles to meet tougher greenhouse gas limits coming into effect in Europe in 2021. Diesel is in the doghouse. And China, a major market, is pushing hard for more electrics.

But the new models could also chip away at Tesla's role as the global leader in luxury electric vehicles at a time when the company is consumed by multiple distractions . Its CEO, Elon Musk, took to Twitter on Aug. 7 to abruptly announce he had secured funding to take his company private, only to turn around 17 days later to say that Tesla would remain public.

Tesla is also facing financial pressure, with a \$230 million debt payment that's due in November on top of the \$920 million that must be paid off three months later. And it has only recently hit production targets for 15 or 20 minutes. The company its Model 3 mass-market vehicle.

In the meantime, its rivals who had emphasized diesel and hybrids - are finally rolling out the leading edge of what they say will be a slew of all-electric models. Their latest offerings are "the vanguard" of more to come, said Ferdinand Dudenhoeffer, director of the Center for Automotive Research at the University of Duisburg-Essen.

"By 2020, Tesla must stabilize itself or be overtaken," he said.

The new entrants challenge what has been one of Tesla's key selling points: range. The EQC sport utility crossover from Daimler AG's luxury brand Mercedes, for instance, should go up to 500 kilometers (300 miles) on a single charge. That's comparable to Tesla's SUV, the Model X, which has a range of up to 295 miles. The EQC, to be unveiled outside of Stockholm on Sept. 4, is the first in the Mercedes EQ sub-brand that bundles the company's efforts in electric, connected and autonomous driving. Media representatives didn't provide a price ahead of the unveiling

Volkswagen's Audi will show off its e-tron in San Francisco on Sept. 17. It offers more than 248 miles on a single charge. The company says the e-tron should be able to use high-speed charger facilities - if they're available to charge in less than 30 minutes. The German price will be around \$93,000 and it should go on sale near the end of the year in Europe, and next year in the U.S.

The Porsche Taycan will also pose a stiff challenge to Tesla's Model S in terms of range: Porsche claims it can load enough power for 48 miles in just hasn't announced a price. The I-

Pace, whose price starts at \$69,500 before local and federal incentives, offers 292 miles under the tougher European Union standard. The Model S, meanwhile, has a range of up to 335 miles.

The starting price for Tesla's Model X is around \$80,700 while the Model S is around \$74,500.

Not that Tesla is standing still while the competition laps it. Musk has said the company intends to develop a Model Y, a small SUV to be unveiled in the first half of next year – a growing sales category that other carmakers have been piling into as fast as they can.

But Tesla's ambitions go way beyond the luxury electric vehicle market. That's the whole point of the Model 3, which is aimed at the mass market with a starting price of \$35,000 and an EPA range of 310 miles.

But there, too, the company must go head-to-head with rivals. They include the BMW i3 with a starting price of \$44,500 and an EPA range of 114 miles; the Nissan Leaf with a starting price of \$30,000 and an EPA range of 151



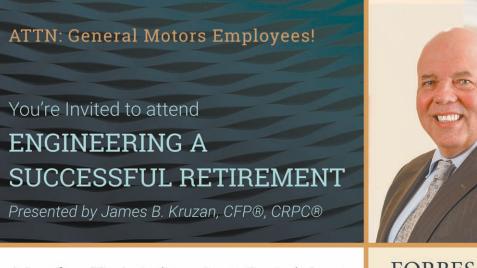
Cars like the 2019 Volt are challenging Tesla's market niche.

miles; and the Chevrolet Bolt with a starting price of \$37,495 and an EPA range of 238 miles. Nissan promises a longer range version of the Leaf for 2019, and in 2020, Volkswagen plans to launch a compact version of its all-electric ID lineup.

Tesla's Supercharger network has a big advantage over competitors. The company's website says it has 1,332 fast-charging stations with 10,901 charging units worldwide. Electric cars made by other manufacturers can't use Tesla stations and public and private charging stations are sporadic. European carmakers are rolling out their own fastcharging highway network through a joint venture, but only a few stations are up and running.

Chris Hopson, manager of North American light vehicle forecasting for IHS Markit, said that established manufacturers are going electric not just in response to Tesla, "but because of a whole host of other things, with Tesla in mind."

New electric vehicles from different entering the marketplace serve "not just to alleviate some of sales going to Tesla but to also grab hold of the ongoing trend globally toward electric vehicles."

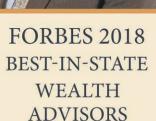


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#### WEDNESDAY, SEPT. 5, 2018

Meeting 1: 7:00 - 7:50 a.m. (breakfast included) Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

Location: Courtyard by Marriott Detroit Warren (30190 Van Dyke Ave., Warren, MI 48093)

#### WEDNESDAY, SEPT. 12, 2018

Meeting 1: 7:00 - 7:50 a.m. (breakfast included) Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

Location: Detroit Marriott at the Renaissance Center (400 Renaissance Dr., Detroit, MI 48243)

ALL ATTENDEES WILL BE OFFERED A COMPLIMENTARY RETIREMENT STRESS TEST!



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**China Continues to be Big Player in Global Electric Car Development and Vehicle Use** 

GUANGZHOU, China (AP) -Nissan's first electric sedan de- next year require every brand to signed for China began production Aug. 27 at the start of a wave of dozens of planned lower-cost electrics being created by global automakers for their biggest market.

Manufacturers including General Motors and Volkswagen are poised this year to launch a flood of electric sedans, minivans and SUVs designed for Chinese tastes and budgets. Nissan, Tesla, GM and others sell imports or electrified versions of models made by Chinese partners, but the market is dominated by low-cost local rivals including BYD Auto.

China's government sees electric cars as a promising industry and a way to clean up its smogchoked cities. Government subsidies have built China into the biggest market for electrics, but Beijing is shifting the burden to automakers with sales quotas and tougher fuel efficiency standards.

The Sylphy Zero Emission, based on Nissan's Leaf, is being produced by Nissan Motor Co. and a Chinese partner, Dongfeng Motor group.

The Sylphy costs 166,000 yuan (\$25,850) after government subsidies, or just over half the sticker price of the Chinese version of the Leaf sold by Nissan and Dongfeng's joint venture Venucia brand. Nissan says the Sylphy can go 338 kilometers (210 miles) on a charge.

We're confident that the Sylphy Zero Emission rolling off the production line today will become a main player in the EV market," said Nissan CEO Hiroto Saikawa. "We're going to roll out a range of EVs that will appeal to customers within all market segments.

Sales quotas that take effect sell electrics or buy credits from competitors that do. That puts pressure on automakers to create affordable models Chinese consumers want.

China accounted for half of global electric car sales last year, but almost all were Chinese models that start as low as 140,000 yuan (\$22,000). BYD Auto, the biggest global brand by number sold, said its first-half 2018 sales doubled from a year earlier to 71,000.

"We're going to roll out a range of EVs that will appeal to customers within all market segments." - Hiroto Saikawa,

Nissan CEO

"Basically, all these international giants are testing the water. They have not really launched their heavyweight models in China yet," said industry analyst Yale Zhang of Automotive Foresight.

"By the end of this year, things will be different," Zhang said. "We really will see the market become more competitive and consumers will have more to choose."

Sales of pure-electric and gasoline-electric hybrid vehicles in the first half of 2018 rose 111.5 percent over a year earlier to 412,000. Total electric sales last year were 770,000.

Government plans call for total

annual sales of 2 million electric and gasoline-electric hybrid vehicles by 2020.

Despite official support. electrics still are a fraction of Chinese passenger vehicle sales, which totaled 11.8 million in the first half of 2019, up 4.6 percent from a year earlier.

Nissan and Dongfeng announced plans in February to develop 20 electric models as part of a \$10 billion, five-year investment program. They said that would include three models this year and three "affordable EV' compacts in 2019.

GM says it will roll out 10 electric and hybrid models in China from 2016 to 2020. It says by 2025, all its Buick, Cadillac and Chevrolet models in China will offer hybrid or pure-electric versions.

Tesla says China is its secondlargest market. But a high sticker price has limited sales by other foreign brands to a few hundred vehicles.

Beijing announced in April it would end restrictions on foreign ownership of electric vehicle manufacturers this year in an effort to promote development.

Producers had been reluctant to transfer manufacturing to China due to the requirement to share technology with Chinese partners that might become rivals.

Freed of that requirement, Tesla Inc. announced in July it would build its first factory outside the United States in Shanghai, becoming the first wholly foreignowned automaker in China.

Other automakers are working through ventures with Chinese partners, hoping to take advantage of their experience in developing lower-cost vehicles.

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#### All-Mopar Dodge SRT Funny Car Team Wins

Jack Beckman raced to victory in an all-Mopar Dodge//SRT Funny Car final round matchup with teammate Tommy Johnson Jr. at the NHRA Nationals in Brainerd, Minn., on Aug. 19, taking his second win of the season and the seventh of the year for a Moparpowered Dodge//SRT Funny Car driver.

Don Schumacher Racing (DSR) driver Beckman's triumph is the 28th of his career in 56 final rounds, and his first at Brainerd International Raceway.

Both Beckman and Johnson clinched spots in the NHRA Countdown to the Championship playoffs during the weekend, meaning all six DSR Mopar Dodge//SRT drivers in Funny Car and Top Fuel have earned berths with one race to spare before the start of the six-race playoffs in mid-September.

Mopar Dodge//SRT competitors have now combined for 10 wins this 2018 racing season in the NHRA Funny Car and Top Fuel classes.

The Infinite Hero Dodge driver's road to the final was anything but easy after starting in the bottom half of the field at No. 14.

First up was Mopar DSR teammate and three-time 2018 event winner Matt Hagan, who Beckman was able to defeat with a 4.044-second elapsed time (ET) at 312.64 mph, despite dealing with a dropped cylinder.

In the 650th round of his career, Beckman's 3.980 run knocked out Shawn Langdon in the quarterfinals.

It wasn't enough to earn the 2012 Funny Car champion lane choice in the semifinals against points leader Courtney Force, but Beckman used a slight starting line advantage and 3.968/325.14 pass to take down Force and advance to the all-Mopar Dodge final against Johnson.

Beckman's third career final round appearance at Brainerd was a charm, as a sharp .027 reaction time off the starting line paired with his quickest run of race day, 3.961 at 325.69 mph, propelled "Fast" Jack to his first winner's circle celebration at Brainerd.

Beckman's other win of 2018 came back in March at the NHRA Gatornationals in Gainesville, Fla.

The final-round appearance was Beckman's third of the 2018 season.

#### Driver Finds Python in SUV's Engine

ORMO, Wis. (AP) - A Wiscon-



sin motorist was in for a slithery surprise after his mom's sport utility vehicle began acting strangely.

Chris Nguyen pulled over in Ormo on the night of Aug. 22 and popped the SUV's hood to find a 4-foot-long python inside. Fittingly, the snake damaged the engine's serpentine belt.

Ormo police responded and tried to wriggle the snake from the engine. They called "The Snake Man" Steve Keller – a Menasha man who rescues snakes – for help.

Authorities say the snake was identified as a ball python. Its owner said it's been missing for more than a month.

It's illegal to have these snakes in Ormo, so the snake's owner was fined.

WBAY-TV reports that police said they'd dismiss the ticket if the owner pays for damages to Liz Nguyen's vehicle.

Keller says he'll adopt the python.

3

## **Patients with Mobility Issues Find Solace**

Detroit Medical Center (DMC) patients now will be able to get to and from appointments using the Ford GoRide non-emergency transportation service.

The service improves the way patients get to and from appointments by providing safe and timely transportation, said DMC spokeswoman Tonita Cheatham.

Ford GoRide is now serving patients receiving medical care at DMC's Rehabilitation Institute of Michigan, Children's Hospital of Michigan, Detroit Receiving Hospital, Sinai-Grace Hospital, Huron Valley-Sinai Hospital, DMC Heart Hospital, Harper University Hospital and Hutzel Women's Hospital.

"Helping patients with mobility issues or no access to transportation to make it to their medical appointments on time and in a safe and comfortable manner is a key part of delivering on our DMC mission," said DMC Chief Strategy Officer Joel Keiper. "This collaboration with Ford GoRide is one example of how we work to address the needs of our community members and collaborate to provide beneficial solutions that improve the patient experience."

With professionally trained drivers and Ford Transit vans outfitted specifically to transport people with mobility challenges, GoRide is enabling DMC to help improve access to its medical facilities across the Metro Detroit area, improve efficiency and enhance patient care, Keiper said.

GoRide's 97 percent on-time pick-up and delivery average is a factor in helping the medical network provide the medical care its patients need.

DMC Rehabilitation Institute patient Rosa Brown, 74, suffered a near-fatal stroke earlier this year. Now, less than four months later, she is expected to make a full recovery, Cheatham said.



Ford offers its GoRide non-emergency transport to the DMC network.

Brown is grateful for GoRide's cause it's too hard to find transtransportation service, and relies on it to make every rehabilitation appointment on time.

"I've never been late to an appointment because of GoRide. The drivers are very courteous, they help me in and out, and they try to make me very comfortable," said Brown. "After my stroke, I wasn't able to drive, so GoRide has been a wonderful solution for me and I've had nothing but a great experience with them."

Cheatham said that according to the National Conference of Staff Legislature, approximately 3.6 million Americans fail to receive health care due to a lack of transportation.

This problem is potentially even more prevalent in Detroit, where according to the U.S. Census, the number of people without a vehicle is 16 percent higher than the national average. Without reliable transportation, many patients miss their appointments.

"Too often, patients miss medical appointments simply beportation they can consistently count on," said Marion Harris, Ford vice president Mobility Business Group.

"GoRide tackles this problem by providing a human-centered service that is reliable, that makes it easy for DMC staff to schedule and book transportation for their patients, and also focuses on ensuring people have a safe and great experience."

GoRide drivers receive extensive training – including training in passenger assistance safety and sensitivity to enable the highest levels of safety for wheelchair passengers, Cheatham said. They also understand patient rights and know how to perform CPR.

Booking rides with Ford GoRide is handled through DMCbased schedulers working with GoRide dispatchers. Patients with appointments at the DMC locations or approved physician partners, can also schedule their transportation over the phone or through the Ford GoRide online site - www.goride.com/health.



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## Quick Heat, Defrost System To Chinese from BorgWarner

BorgWarner will be supplying its advanced high-voltage positemperature coefficient tive (PTC) cabin heating technology for the latest pure-electric ES8 SUV from Chinese electric car maker NIO.

The advanced heating solution quickly warms the cabin and defrosts windows for maximum comfort and driving visibility, said Joe Fadool, president and general manager, BorgWarner Emissions & Thermal Systems.

"In the booming electric vehicle (EV) market, minimizing the impact from the heating, ventilation and air conditioning (HVAC) system on the driving range of EVs has become a growing challenge," said Fadool.



BorgWarner PTC heater tech

The cabin heating system features ceramic PTC components that have very low electrical resistance at low temperatures, facilitating full current flow and high heat delivery.

At high temperatures, the effect is reversed, and less heat is released by shutting down the elec-"At BorgWarner, we are con- tricity flow due to the increased resistance of the ceramic stones Its robust software and hardware protection strategy enables maximum protection against overheating, over-current and over-voltage issues, said Fadool.



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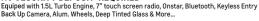
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stantly developing innovative solutions to increase the efficiency of modern vehicles with all kinds of propulsion systems.

"We are thrilled to help NIO achieve excellent energy management and maximize cabin comfort with our advanced PTC cabin heating technology.

"We also look forward to expanding our partnership with NIO in other segments of electric propulsion."

BorgWarner's PTC cabin heating technology features an enclosed heater rod with a glue-free, pure mechanical press design, which offers excellent heat transfer and reliability, Fadool said.

Its double insulation protection can meet 4.3 kV DC dielectric strength. Combined, the heater rod and fin designs provide dualzone functionality, allowing the precise and quick delivery of individual temperatures for the driver and passengers and eliminating the noise and waste caused by single-zone heaters, he said.

#### **Faurecia Building Tennessee Plant**

SPRING HILL, Tenn. (AP) - Tennessee officials say automotive components manufacturer Faurecia Interior Systems plans to build a new facility in the state that will create more than 140 jobs.

Gov. Bill Haslam said in an Aug. 28 news release that Faurecia plans to invest \$30 million in its Maury County project in Spring Hill. Faurecia is among the largest companies in the automotive seating, and emissions control industries. The company plans to build a 145,000-square-foot facility that will make door panel assemblies.



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