

Chelsea Proving Grounds Get \$30M Upgrade to Test EVs

New automotive technology requires that testing methods keep up with the times. To that end, FCA has invested more than \$30 million at its Chelsea Proving Grounds in

southeast Michigan to further development and testing of autonomous vehicle and advanced safety technologies, said FCA spokeswoman Dianna Gutierrez. The new facility, which begins testing

programs this month, features a dedicated autonomous highway-speed track, 35-acre safety-feature evaluation area and a high-tech command center. “The all-new facility at Chelsea

Proving Grounds will help support and enable the successful rollout of the company’s five-year plan laid out earlier this year,” said Mike Manley, CEO, Fiat Chrysler Automobiles and Chief

Operating Officer, NAFTA region. “Our ability to test for autonomous and advanced safety technologies enables FCA to offer our

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Chevy Teams with AEV on New Colorado Bison

It’s not chocolate meeting peanut butter, but Chevy, working with American Expedition Vehicles, has created a truck ready to hit the trails. The Colorado ZR2 Bison joins Chevrolet’s midsize truck lineup as a new performance variant. Bison is Chevy’s first collaboration with American Expedition Vehicles (AEV), a premium off-road aftermarket manufacturer, said GM spokesman Philip Lienert. Through constant innovation, Chevy has gained more than a quarter of all midsize truck sales in less than four years in the marketplace, said Lienert. In consecutive years, Colorado introduced the segment’s first diesel engine, a new V6 gas engine/eight-speed transmission combo, the ZR2 “segment of one” off-roader and now the Bison. For maximum protection of key undercarriage elements

while driving over rocky, jagged terrain, Bison features five skid plates covering the engine oil pan, fuel tank, transfer case and front and rear locking differentials, Lienert said. Designed by AEV, these skid plates are constructed of hard, durable hot-stamped Boron steel. AEV-designed stamped steel front and rear bumpers further shield the truck from obstacles. The front bumper contains winch provisions and standard fog lights, with recovery points integrated into the rear bumper. “More and more enthusiasts are discovering that Colorado is ideal for off-roading, especially overland travel,” said Sandor Piszar, director of Chevrolet Truck Marketing. “The Colorado Z71 offers a full suite of off-road equipment, the maneuverability of a midsize truck and the driving range of a class-exclusive diesel engine.

The Colorado ZR2 offers even greater off-road capability with class-exclusive front and rear locking differentials and Multi-matic DSSVTM dampers. And now, Bison offers customers an

even more extreme turnkey off-road truck ready to tackle your next adventure.” An exclusive, flow-through

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The Colorado ZR2 Bison truck is a Chevrolet/AEV creation.

Michigan Firm Contracted for Battery Tech

The United States Advanced Battery Consortium LLC (US-ABC), a collaborative organization of FCA, Ford Motor Company and General Motors, has awarded a \$4.6 million technology development contract to XALT Energy in Midland, for a 12-volt stop-start system. The contract award, which includes a 50 percent cost share, funds a 36-month project, said USABC spokeswoman Stacey Boyle. The program’s goal is to develop a 12-volt stop-start system using lithium manganese oxide-lithium titanate (LMO-LTO) chemistries with atomic layer deposition (ALD) coatings. The program will determine

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Palmer is part of the Ford team creating new EVs for the marketplace.

Ford Pushing Ahead With EVs

Ford is committed to creating EVs. Just ask Darren Palmer, Ford Team Edison Global Product Development director. “You’d think after 28 years of working for the same company that nothing would surprise me,” wrote Palmer on the Web site of Medium Corp. “I’ve been fortunate enough to work for Ford across many amazing teams on many exciting assignments, most recently leading development of the next-generation Mustang. “But earlier this year I received a call that would challenge every-

thing I thought I knew about Ford and our future. I was asked to lead product development for a brand-new team, Ford Team Edison, focusing exclusively on electrified vehicles for both Ford and Lincoln. And to be successful, this new team had to be willing to challenge every truth and every process we had developed over the course of our careers. “. . . those in the dark about electric vehicles might think that they chose the wrong guy in that I’m a Mustang enthusiast. But as my team and I have quickly

found out, the new generation of electric vehicles is just as exciting – only different. Different can be good. Very good. And it’s opened our eyes to a whole new Ford. The stakes are high. The challenge higher. We are being tasked to set the future trajectory of the company, and Team Edison is up for that challenge.” With Ford, Palmer said that he has had the opportunity to work around the globe – in Germany, India, China, South America and

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Are Cars Going The Way of Netflix Service?

by MICHAEL LIEDTKE
AP Technology Writer

SAN FRANCISCO (AP) – If you already subscribe to digital services like Netflix to binge on TV shows and Spotify to groove to an endless mix of music, the auto industry might have a deal for you: Subscribe to your next car as well. Make that cars, plural. Some of these packages – which charge a monthly fee for the bundled use of a car, insurance and maintenance – let you trade in your vehicle on a regular basis, sometimes almost as readily as you can skip to a new tune on Spotify. These still-developing car subscription programs are gaining traction among motorists who don’t want to be locked into the hassles of car ownership or even

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Both FCA and Ford Report August Sales Gains

The automotive sales figures for August are in and the numbers looked good for Detroit, with both FCA and Ford reporting sales gains over August of 2017. GM no longer reports sales on a monthly basis. FCA reported sales of 193,718

vehicles, a 10 percent increase compared with sales in August 2017 of 176,033. Overall, FCA US retail sales rose 17 percent to 164,727 vehicles. Fleet accounted for 15 percent of total sales, said FCA spokesman Jeff Bennett. Sales were led by both the

Jeep and Ram brands. Ram posted two new records for the month. “Our August results highlight how the all-new Ram light duty is coming into its own,” said Reid Bigland, head of U.S. Sales. “Ram light-duty total sales rose 55 per-

cent to 36,798 vehicles for the month.” Jeep brand sales rose to 87,502 vehicles. Four of the brand’s five nameplates reported increases, but it was the Wrangler that set a

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2019 Jeep Wrangler



2018 Ford Explorer

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The 2019 Sierra Denali features a new MultiPro Tailgate, at right, permitting users to change the configuration. At left is an unconfigured tailgate.

Chevy, AEV Make ‘Bison’ Truck

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“CHEVROLET”-lettered grille replaces the traditional bowtie on Bison’s front end, Pizar said. The 31-inch Goodyear Wrangler Duratrac off-road tires sit beneath larger fender flares and wrap new, ZR2 Bison-specific 17- x 8-inch aluminum wheels. This Colorado variant also features “Bison” decals on the bed sides, and an “AEV Bison” logo on the tailgate. “We’ve been following Colorado since its introduction, and the ZR2 really captured our attention,” said Dave Harriton, founder of AEV. “As this is the first Chevrolet vehicle we’ve given the AEV treatment to, we wanted to do something special with the industry’s first use of hot-stamped Boron steel.”

When developing the 2019 GMC Sierra Denali, GM discovered something interesting, said Stu Pierce, senior marketing manager GMC Trucks and Full-size SUVs. Buyers wanted all the amenities associated with luxury sedans and SUVs, but they still wanted to drive trucks that had all the amenities associated with pickups. “The biggest surprise was learning how buyers really wanted it all,” Pierce said. “We heard early on in the development process that buyers wanted what luxury sedans and SUVs had, including the latest tech. But they also want to buy trucks. “We used to think that truck buyers preferred the tried and true and didn’t care about new

stuff that might break down. But that wasn’t the case when we researched the 2019 Sierra Denali.” And the people who want to buy the Sierra Denali still match the classic truck buyer profile, Pierce said. About 60 percent of buyers don’t live in large urban areas. They live in more rural parts of the country. “These are guys, and yes, they are mostly men who live in smaller towns and are successful in life. They see a truck like the 2019 Sierra Denali as a reward for their hard work. “It’s funny, when I was younger, it seemed like everyone had to have the latest sports car. But now it’s a truck like the Sierra Denali that makes a statement about who they are. So they want a truck that is strong, bold, capable and shows that they are successful.” To meet that demand, designers and engineers had to create a truck that is both refined and strong, Pierce said. “People are using this truck as a work truck, but also as their everyday truck that they drive when going out,” Pierce said. “What makes this so cool is that buyers now have a rugged truck

even if they don’t use it all the time for traditional truck things. “We are seeing people move into this space, especially in the high end of, say, \$50,000 or more. They use it as their daily driver, yet also use it to go camping and on family vacations. “So because they use it for everything, they want something that’s more expensive and luxurious.” For example, Pierce said, look at towing. Pickup truck manufacturers across the board place great emphasis on a truck’s towing capacity. But most Sierra Denali owners probably won’t be towing 10,000-pound trailers. So when GMC developed the truck’s towing system, it emphasized other things, such as enhancing the driving experience. So the Sierra Denali towing system has a new ProGrade Trailering System with in-vehicle Trailering App that offers a connected comprehensive suite of trailering technology that brings more confidence to the towing experience. And it has a segment-first Rear Camera Mirror giving the driver the option of using a traditional inside rearview mirror or a rearview camera mirror display

that provides a wider, unobstructed view that can help overcome common visual obstructions such as occupants or cargo. This next-generation system features the ability for zoom and vertical tilt adjustment. The result is a towing system that is refined and not just more raw power, Pierce said. This new way of looking at traditional truck features is what makes the Sierra Denali special. The 2019 models have only been in the showrooms for a few weeks, Pierce said. So that limits the amount of public feedback GMC has received so far. “The most positive responses we’ve received so far concern the MultiPro Tailgate,” Pierce said. “I mean truck tailgates have been pretty much the same for the past 50 years. “But this MultiPro is the most innovative pickup tailgate ever, with six unique functions and positions offering enhanced second-tier loading and load-stop solutions, a standing workstation and easier access to items in the box. Now people don’t have to go to the aftermarket to make adjustments to their tailgates. That’s been the most positive feedback we’ve been getting.”

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‘God Made a Farmer’ Ad Lives with Ram

Five years ago, sports fans sat glued to their TVs as the Baltimore Ravens defeated the San Francisco 49ers to win Super Bowl XLVII. Another memorable moment was on tap for fans that night with the airing of the Ram Truck brand’s “God Made a Farmer” ad, said Betty Newman, FCA Communications and Digital Media reporter. Inspired by a tribute to the farmer voiced by the late, legendary radio show host Paul Harvey, the ad, offering a poignant look at the nation’s farmers who tirelessly and diligently work to feed the nation, continues to resonate today, Newman said. The Ram Truck brand’s commitment to farming communities big and small has always been strong, said Newman, but in those five years since “God Made a Farmer” premiered, that connection has grown even stronger with a host of Ram Truck-sponsored events and opportunities aimed squarely at lending support to the efforts of the nation’s farmers. This is important, Newman said, because summer and early fall are especially busy as the farming community ramps up harvesting the crops many of us will wind up bringing home from the supermarket to feed our families. The Ram Truck brand calls this time of year, “Ag Season,” the time to stand out from the crowd and celebrate the selfless commitment to their job the nation’s farmers make each and every day, Newman said. “It’s a big challenge,” she said, “filled with plenty of sweat, long hours and hard work. The Ram

A photo clip from the commercial, “God Made a Farmer”

Truck Ag Season embraces that challenge and those farmers in many ways, beginning with a commitment to build the trucks that will make life on the farm more efficient and more productive.” Ag Season programs and events are also being rolled out all over the country. One of the biggest is the annual Future Farmers of America (FFA) convention in October. As an FFA sponsor, the Ram Truck brand has a huge presence among the many activities offered by and for the thousands of future farmers who attend every year, Newman said. The brand has been an active supporter of FFA for more than 60 years. Other events coming up include the Pro Farmer Crop Tour, which covered seven states in four days, starting on Aug. 21 with the Farm Progress Show in Boone, Iowa. It ends with the Husker Har-

vest Days in Grand Island, Neb., Sept. 11-13, which will feature the reveal of a new Ram Truck vehicle. The Ram brand also offers unique dealer incentives for farm-owning customers on the workhorses of the Ram Truck lineup – the 2500, 3500, 3500 chassis cab, 4500 and 5500 models, Newman said. Buyers of any of these vehicles will receive a \$4,000 cash allowance, plus a \$1,000 on-the-job upfit allowance and \$250 gas engine bonus cash. Through Ram’s relationships with many diverse agriculture brands, customers can take advantage of additional incentives and discounts on purchases, worth thousands of dollars, of farm and ranch equipment and management tools. The 2018 Ram 2500 Limited Tungsten was named the Heavy Duty Pickup Truck of Texas by the Texas Auto Writers Association.

USABC Awards Battery Tech Contract to XALT

CONTINUED FROM PAGE 1

whether ALD coatings successfully eliminate manganese dissolution from LMO and improve the cold crank performance.

USABC is a subsidiary of the United States Council for Automotive Research (USCAR), Boyle said.

USABC is enabled by a co-operative agreement with the U.S. Department of Energy (DOE).

Its mission is to develop electrochemical energy storage technologies that support commercialization of hybrid, plug-in hybrid, electric and fuel cell vehicles.

In support of its mission, USABC has developed mid- and long-term goals to guide its projects and measure its progress.

For more information, visit <http://www.uscar.org/usabc>.

"The 12-volt stop-start technology development contract award with XALT Energy is part of USABC's broad battery technology research and development program," said Steve Zimmer, executive director of USCAR.

"Programs like this are critical to advancing the technology needed to meet both near- and long-term goals that will enable broader scale vehicle electrification."

The U.S. Department of Energy's overarching mission is to advance the national, economic and energy security of the United States, Boyle said.

FCA Investing \$30M to Test EV Technology

CONTINUED FROM PAGE 1

customers the features they want across our brand portfolio."

The facility, Gutierrez said, will allow for testing of various levels of autonomy. It also will enable the company to evaluate FCA vehicles using test protocols from third parties, such as:

- The Insurance Institute for Highway Safety (IIHS);
- U.S. New Car Assessment Program (NCAP);
- The European New Car Assessment Program (Euro-NCAP);
- Additional automatic electronic brake test simulations.

The autonomous highway-speed track offers the capability to develop autonomous vehicle systems under a wide range of challenging environments, including obstacles, tunnels, varying road lighting conditions, and interstate-style exit and entrance ramps.

The command center covers more than 6,500 square feet and houses computer equipment vital to GPS capability and test vehicle communication.

The ADAS facility accommodates testing of advanced iterations of automatic emergency braking and automated parking technologies on a new 35-acre paved test facility.

Chelsea Proving Grounds (CPG) opened in 1954.

Having undergone numerous expansions, it covers nearly 4,000 acres, boasts a road-surface total of 100 miles and features off-road replicas of the Rubicon and other challenging trails, Gutierrez said.

The site is in operation seven days a week, 365 days a year.



FCA's Chelsea Proving Grounds will be testing new EV systems.

Employing approximately 900 people, CPG was home to one of the first wind tunnels owned by an automaker.

It was also the site of several speed records, including stock-car racer Buddy Baker's 203

miles-per-hour run in a Dodge Charger Daytona in the late '60s.

The 1969 achievement marked the first time a factory-built car had exceeded the 200-mph threshold, Gutierrez said.

Classic Car Fans Have One More Chance to Enjoy Vehicle Show

The Lakeshore chapter of the Vintage Motor Car Club of America (VMCCA) is holding its 22nd annual car show on Sunday, Sept. 16, at the Blossom Heath Park, 24800 Jefferson Ave., in St. Clair Shores.

The event is from 10 a.m. to 3 p.m., said chapter spokesman John Ambrogio. The show is free to the public. The cost to enter a vehicle in the show is \$20. All registration is the day of the event.

The VMCCA is a national antique car organization that was founded in 1938, Ambrogio said. Its goal is to encourage the preservation and restoration of antique and historically-significant automobiles.

A swap show will be held as well, with swap spaces going for \$15. Call 586-776-5373 for info.

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Mopar Dodge Charger Cars Win Races

Matt Hagan raced the new Mopar Express Lane Dodge Charger SRT Hellcat NHRA Funny Car to its first ever final-round appearance at the 64th annual NHRA U.S. Nationals on Sept. 3, while Leah Pritchett claimed her first Factory Stock Showdown victory and the third consecutive win for a Mopar Dodge Challenger Drag Pak driver in the class.

Hagan led the way for the Don Schumacher Racing (DSR) four-team Funny Car squad in the new Dodge Charger SRT Hellcat Funny Car body, which he debuted in late July at the Dodge Mile-High NHRA Nationals.

Hagan earned the No. 3 starting spot, and the 2016 event winner at Indy began race day by defeating Jonnie Lindberg in a challenging run that saw Hagan deftly manage traction and engine issues to lock down the round win.

Matched up against points leader Courtney Force in the quarterfinals, both drivers hazed the tires near halftrack with Hagan once again using his driving skills to race his car to the finish line for his 330th round win.

In the semifinals, three-time 2018 race winner Hagan recorded his best run of the day, a 4.129-second elapsed time at 298.60 mph, to knock off Shawn Langdon and advance to his sixth final round of the year and 53rd of his career.

Lacking lane choice in the final against J.R. Todd, Hagan was first off the starting line but Todd soon pulled ahead, and Hagan's solid 4.141/300.60 run wasn't enough to close the gap. Hagan will start second when the six-race NHRA Countdown to the Championship playoffs begin at the next race, the Dodge NHRA Nationals in Pennsylvania.

Complete domination best describes the performance by Pritchett and her fellow Mopar Dodge Challenger Drag Pak drivers in the NHRA Factory Stock Showdown class, with Pritchett going wire-to-wire and notching the quickest pass in every single round for the entire weekend, from qualifying through to the final.

Pritchett, once again pulling double duty in Top Fuel and Factory Stock Showdown, set records for elapsed time and speed with an 8.002/172.56 run to claim her second career pole in the class.

Ford Orders a Recall of F-150 Trucks

Ford is issuing a recall for approximately two million select 2015-18 Ford F-150 Regular Cab and SuperCrew Cab vehicles in North America for driver and front passenger seat belt pretensioners.

Ford's investigation found that some front seat belt pretensioners can generate excessive sparks when they deploy. When sufficient sparks are present, gases exhausted inside the lower portion of the B-pillar by the pretensioners may ignite. If this gas ignites, components behind the B-pillar such as insulation and carpet may subsequently catch fire.

Ford is aware of 17 reports of smoke or fire in the United States and six in Canada. Ford is not aware of any accidents or injuries as a result of this condition.

Affected vehicles include 2015-18 Ford F-150 vehicles built at Dearborn Assembly, March 12, 2014, through Aug. 23, 2018, and 2015-18 Ford F-150 vehicles built at Kansas City Assembly, Aug. 20, 2014, through Aug. 23, 2018.

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Ford Committed to Developing EV Technology

CONTINUED FROM PAGE 1

his home in the U.K. – “and this new role with Ford Team Edison has allowed me to fully leverage my global experience. The electric vehicle market overall is accelerating at an exponential rate, with each individual market presenting its own unique challenges.

“It’s an exciting time to be bringing forward a winning portfolio of electrified vehicles.

“My team and I are both proud of and energized by the company’s \$11 billion investment to bring 16 fully electric vehicles within a global portfolio of 40 electrified vehicles through 2022. All of us here have unknowingly prepared for this our entire careers,” Palmer wrote.

“We’re a dedicated team who has been lucky enough to be chosen to pilot the future of Ford from an old factory in the heart of Corktown, Detroit’s oldest neighborhood. It’s open, airy and encourages collaboration.

“But don’t be fooled that new desks and an open office floor plan alone creates change. It’s the shift in mindset that is truly creating change at Ford, and giving license to the team to operate in a completely different way.”

In his article, Palmer went on to say that change doesn’t happen overnight, but for Ford, things are moving quickly. The company’s team is cross-functional, and on any given day, “you can find yourself sitting next to someone working to market our electric vehicles, someone looking at the profit potential of our electric vehicles, or be on a coffee break with someone involved in our charging strategy.”

Palmer wrote that he and his colleagues have been tasked to move fast and come together quickly to solve common prob-

lems – what they like to call “cross-functional sprints,” and they’ve embraced a mentality to encourage that ideas come from different viewpoints.

“The other big change is the human-centric approach in everything we do,” Palmer wrote. “There isn’t a ton of historical data to look at for electric vehicles – meaning you can’t just look back at what happened before and use that as inspiration for what to do next. The world is fundamentally shifting, and we have to listen more than ever to really understand our customers and how they are evolving.

“For example, on a recent trip to Shanghai, we looked at how extended families use their vehicles. We all wondered what on earth we were doing watching families get in and out of a three-row vehicle. I, of course, assumed that kids would go right back in the third row – but I was wrong.”

In China, children usually go straight to the second row, as it’s deemed the best place since the child represents the future, Palmer wrote. The grandmother generally rides up front and the grandfather climbs into the back. Goes to show you can – and should – always be learning something new that can be applied to improve the customer experience.

“We can take these insights and ensure we’re really designing vehicles in a way that is human-centered and right for each unique market,” Palmer wrote.

Prototypes also play a big part in what Ford is doing, allowing the company to pivot along the way to deliver the best products and services possible, Palmer said. Having the flexibility to learn and iterate is a huge enabler and what they’ve come to learn is that design has to be intuitive.



The EV Ford Mustang is just a dream now, but will debut in 2020.

“I only have to watch my 6-year-old twins play with my iPhone to know what intuitive design looks like,” Palmer wrote. “Gone are the days of shiny, expensive prototypes. Customers don’t care about that – a low-fidelity cardboard prototype is enough to get feedback.

“This way of thinking is all part of our new, fast-moving team mantra. In fact, as a reminder of this, I’ve kept one of our first prototypes of the infotainment system for one of our new electric vehicles. It’s literally cardboard, with a piece of a plastic cup stuck to it with tape.

“What I’m trying to demonstrate is that innovation does not

have to be expensive. It has to be smart. And I’m surrounded by some of the smartest people I’ve ever worked with.”

Electric vehicle customers are buying into the future and Ford is 100 percent focused on not only delivering vehicles they will love, but providing an entire electric vehicle ecosystem that works flawlessly, Palmer wrote.

“It’s exciting to know,” Palmer wrote, “that my stint leading development of the next-generation Mustang actually comes full circle as we get ready to launch our electric Mustang-inspired utility.

“I, for one can’t wait to have one – side-by-side – with my Shelby GT350R.”

State Gas Prices See Slight Decline

DEARBORN, Mich. (AP) – AAA Michigan says average gas prices statewide are down about 8 cents in the week ending on Sept. 3. Prices have dropped to about \$2.85 per gallon.

The Dearborn-based auto club says the average price for self-serve regular unleaded gasoline

is about 23 cents more than at the same point in time compared to last year. Michigan’s lowest average price was about \$2.75 per gallon in the Flint area.

The highest price point was in the Ann Arbor area at about \$2.93 a gallon. The Detroit-area’s average was about \$2.90.

OU ‘Hackathon’ Set for Students Sept. 22-23

Teams of forward-thinking innovators will come together Sept. 22-23 at Oakland University for GrizzHacks 3, a 24-hour hackathon that provides an opportunity for students to create hardware and software projects from the bottom up, said OU spokesman Brian Bierley.

“GrizzHacks is a great opportunity for students to test out ideas for websites, mobile apps, embedded systems projects, and more,” said Emma Atkinson, GrizzHacks 3 lead organizer and president of the League of Engineers and Computer Scientists (LECS), the largest engineering club at OU.

The free event, which takes place from 10 a.m. Saturday, Sept. 22, to 4 p.m. Sunday, Sept. 23, in the Engineering Center on OU’s main campus, is open to all undergraduate students, high school students, middle school students, and those who have graduated within the last calendar year. No previous programming/engineering experience is required.

Over the course of a weekend, attendees will be able to collaborate with other students to build a software application or hardware project. A panel of judges will assess each team’s hacks based on creativity, difficulty, design and potential. Ten hacks will be selected for a demonstration in front of the entire GrizzHacks audience for a final round of judging.

Workshops will be offered to learn web development, iOS or Android mobile development and more. Students also will be able to meet engineers from sponsoring companies, network for a job or internship, and win prizes, Bierley said.



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August Sales Figures Are in, Detroit OEMs Show Gains

CONTINUED FROM PAGE 1

new August record, Bigland said. Sales reached 20,168 vehicles, eclipsing the previous record of 18,276 vehicles set in August 2015.

It was also the sixth consecutive month Wrangler sales have surpassed the 20,000 mark.

Ram brand sales rose 27 percent to 54,808 vehicles compared with the previous year. It was the best August since the Ram brand was first created in 2009. The previous record was in 2016 when sales reached 44,419 vehicles.

Total sales for the Ram light-duty 1500 reached 36,798. It was the highest month of sales for the light duty ever since the Ram brand was launched. The previous record was in May 2018 when sales reached 33,060, Bigland said.

Alfa Romeo brand sales of 2,240 vehicles were up significantly compared with the same month a year ago. Stelvio led the brand with 1,271 vehicle sales.

Not all FCA brands reported sales increases, Bennett said. The Chrysler brand total sales declined 3 percent to 12,219 vehicles compared with the same month a year ago. The Pacifica rose 20 percent to 9,167 vehicles.

Dodge brand total sales fell 18 percent to 35,575. Dodge Journey sales rose 28 percent to 7,243. Sales of Fiat declined 35 percent to 1,374 vehicles.

Ford Motor Company's August U.S. sales totaled 218,504 vehicles – an increase of 4.1 percent overall and 1.1 percent at retail, said Ford spokesman Erich Merkle.

"F-Series completed 16 straight months of sales gains," said Mark LaNeve, Ford vice president, U.S.

Marketing, Sales and Service, "while Ford Brand SUVs were up 21 percent in August.

"With greater production output and stronger stock positions, our two newest products had a terrific August. Sales of our all-new Expedition were up a strong 95 percent. Right now, the hottest vehicle in America is our all-new Lincoln Navigator, which saw sales expand by more than 100 percent in August."

Fleet sales of 52,710 vehicles climbed 15 percent, with commercial fleet turning in a strong 20 percent gain, Merkle said. Ford's overall average transaction pricing expanded \$1,400 in August, growing at twice the rate of the overall industry average.

Sales of Ford trucks, SUVs and vans combined, with these vehicles totaling 174,443 sales last month – a gain of 11.4 percent; this year, Ford brand pickups, vans and SUVs posted sales of 1,300,400 vehicles – up 3.5 percent, Merkle said.

Ford F-Series marked its 16th consecutive month of year-over-year gains, on sales of 81,839 pickups, making it the best August F-Series month since 2005, Merkle said.

Ford brand SUVs posted a 21 percent increase last month, on sales of 72,270 vehicles, Merkle said, with both Ford Expedition and Ford Explorer turning in big months; Expedition was up 94.6 percent, while Explorer gained 19.2 percent.

Sales of Ford Mustang climbed 35.3 percent for August, with total sales of 7,487 cars. As one of the hottest vehicles in America, the new Lincoln Navigator continues its dash off dealer lots, with sales up 101.6 percent in August.

New Fall Vehicles Coming

by Dan Frio

(AP) – This story was provided to The Associated Press by the automotive website Edmunds. Dan Frio is a staff writer at Edmunds.

The 2019 model year vehicles are hitting dealerships right now. Trucks are a big deal, and new and improved full-size pickups from General Motors and Ram will offer buyers a bumper crop of choices. But the 2019 model year will also debut new and innovative sedans, hybrids and electric vehicles. These vehicles highlight the best of what you can expect at dealerships now or in the near future.

- 2019 Chevrolet Silverado: A redesign from the ground up makes the new Silverado longer and lighter. A variety of four-, six- and eight-cylinder engines highlight the truck's versatility, helping the Silverado achieve up to 19 mpg combined and a maximum towing capacity of up to 12,200 pounds. The Silverado's corporate sibling, the new GMC Sierra, has a more upscale interior and exclusive features. Starting MSRP (including destination fee): \$36,095 for the crew-cab.

- 2019 Ford Ranger: The Ranger returns after eight years away, but it seems like longer. The Ranger was a dated truck when it left the scene in 2011. This fourth-generation pickup offers a compelling alternative to its midsize rivals with a turbocharged four-cylinder engine and crew- and extended-cab models to suit a range of buyers. Optional off-road and work-truck packages should enhance its appeal. Starting MSRP (including destination fee): \$31,775 for the crew-cab version.

- 2019 Ram 1500: Fully redesigned, the Ram 1500 builds on its strengths and shores up its weaknesses. Key to its success is

its unique rear suspension design, which gives the Ram the smoothest ride in its class. For 2019, the Ram sheds weight while increasing towing and payload capacity and gains hybrid-like electric assist for its V6 and V8 engines. It even offers an optional, massive 12-inch touchscreen display. Starting MSRP (including destination fee): \$36,140 for the crew-cab version.

- 2019 Genesis G70: Shoppers in the luxury sport sedan segment have a new offering to consider in the G70 (a Hyundai brand). A choice of turbocharged four-cylinder or V6 engines and lively handling makes the G70 a car capable of swaying Audi and BMW loyalists. The G70 is also loaded with standard active safety features and the latest connected tech, making it a legitimate contender. Expected MSRP: \$36,000.

- 2019 Jaguar I-Pace: An all-electric crossover isn't what most people might associate with Jaguar, but the I-Pace may well turn the British automaker into a Tesla rival. With 240 miles of range, head-turning style and nearly 400 horsepower, the I-Pace is poised to redirect attention from Tesla's offerings. It's roomy enough for four adults and offers SUV-like cargo capacity. Starting MSRP (including destination fee): \$70,495.

- 2019 Lexus UX: The newest Lexus is a subcompact SUV called the UX. It brings Lexus' sharp design styling and a tech-rich interior to the class. The UX will offer a four-cylinder engine, and while Lexus hasn't revealed all the details yet, we expect optional all-wheel drive and a generous set of tech and driver safety features. An optional performance package and hybrid model should broaden the UX's appeal. Expected MSRP: around \$31,000.



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FCA Toledo Employee Has Plan to Restore Local Parks

To her, the parks are personal. She honed her basketball skills on the courts. Her family gathered at the picnic tables. She ran drills out in the grass fields.

Now, Rita Jackson, an FCA US employee at the Toledo Assembly Complex in Ohio, gives back to those community parks that molded her formative years, said FCA spokesperson Kaileen Connelly.

“Our neighborhood parks needed more attention, and I knew I had to do something to help bring them back to life,” said Jackson.

She created IMPACT Toledo in 2015. Since then, her nonprofit organization has upgraded 50 parks in the Toledo area, Connelly said.

Her group, an acronym for In-

dividuals Making Positive Actions Changing Tomorrow, revitalizes existing park features, from painting picnic tables to installing new nets in the basketball hoops to cleaning up debris, garbage and overgrown foliage around the park.

This summer, she kicked off her IMPACT Summer Program, or ISP, where she invites neighborhood families to come out on a Sunday to enjoy their local park and soak in some family time.

While there, the children read aloud, play vintage outdoor games, hear inspiring stories from local artists and leaders, learn about personal growth, plant flowers, enjoy snacks and spend quality time appreciating all that a well-kept local park can offer.



FCA employees in Toledo have started working to help restore local parks as a way to help the community.

Can Different Vehicle Subscription Services Become Way of the Future?

CONTINUED FROM PAGE 1

multiyear leasing commitments. All they want is a vehicle available whenever they want or need it.

“It feels like Christmas morning every time they bring me a new car,” said Steve Barnes, a video producer who subscribes to a high-end vehicle subscription program offered through Clutch Technologies, a startup operating in the Atlanta area.

(Clutch helped The Associated Press find Barnes for this story).

Although they’re still in their infancy, car subscriptions are hooking more motorists as both long-established automakers and startups roll out plans.

Ford, a 115-year-old automaker with a network of more than

3,000 dealers, expanded into car subscriptions about 16 months ago through Canvas, a subsidiary in San Francisco.

Canvas offers a variety of used, once-leased Ford and Lincoln models as subscriptions that cost anywhere from \$379 per month (for a Ford Fiesta subcompact) to \$1,125 per month (for a Lincoln Navigator luxury SUV).

Those plans, however, have strict mileage limits: 500 miles a month.

Subscribers can pay extra for higher limits – \$35 per month for an additional 350 miles, for instance, or \$100 per month for unlimited travel.

Unused miles in any given month can be rolled over to the next one.

If Canvas customers exceed the monthly mileage limits under

their plan, they are charged an additional 15 cents per mile for a Ford car and slightly more for a Lincoln vehicle.

So far, Canvas has limited subscriptions to the San Francisco and Los Angeles area.

In the company’s first 16 months in California, thousands of subscribers have signed up for its subscription service while collectively driving about 8.5 million miles, according to the company.

“People are generally changing the way they are working, they are changing the way they are living and they are generally changing the way they are consuming things,” Canvas CEO Ned Ryan said. “Subscriptions are going to be a very large and growing share of how people consume automobiles.”

About a third of Canvas customers decided to subscribe to cars after moving or some other major event that left them reluctant to make a bigger commitment to leasing or owning, Ryan said.

Others just like the simplicity and convenience offered by a car subscription, he said.

Liz Dreskin of San Rafael, Calif., signed up for Canvas earlier this year to help her college-age kids get around at home during their summer break.

Both are under the company’s 25-year-old age limit, so Dreskin got a vehicle for herself while allowing her children to drive the BMW she already owned.

After starting off with a sports utility vehicle from Canvas, she decided to pay \$99 to switch to a 2015 Mustang.

Although she plans to suspend her \$500 monthly subscription at the end of September, she intends to start it up again when her kids return for the holidays. She’s also recommending the service to a friend whose current car is breaking down.

“I could totally see myself doing this in the future so I don’t have to deal with car insurance and car payments,” Dreskin, 52, said.

(Canvas helped the AP find Dreskin for this story).

Luxury automakers such as BMW, Mercedes-Benz, Porsche and General Motors’ Cadillac brand also are offering subscription programs, but those are primarily catering to affluent drivers who want to try out a variety of expensive vehicles.

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Muscle Cars' Sales Slip, Trend Moves to SUVs

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – Sales of new American muscle cars are falling, raising questions in Detroit and elsewhere about whether a nostalgic, high-horsepower cruising culture that dates to before the 1950s is in peril.

Part of the drop can be blamed on the shift from cars to SUVs that began more than a decade ago, but there are demographic factors that signal a decline. Baby boomers, who buy many of the muscle cars, are getting older.

Muscle car fans consider the Ford Mustang, Chevrolet Camaro and Corvette, and the Dodge Challenger and Charger to be the mainstays of Detroit performance cars. But their combined sales fell 7 percent in 2016, 11 percent last year, and are down almost 10 percent for the first half of 2018, according to numbers provided by *Kelley Blue Book*.

“They just don’t have the same appeal that they did previously,” he said. “Big, loud engines and noisy V8s, it just doesn’t draw the same attention and I think interest with the younger crowd,” said Jeff Schuster, a senior vice president at the forecasting firm LMC Automotive.

To be sure, people still buy a lot of the cars. The automakers sold nearly 328,000 combined last year.

Yet U.S. sales of the iconic Mustang, which leads the segment in 2018, fell 13 percent in 2016, almost 23 percent last year and 5 percent during the first half of this year. Sports car sales, including those from foreign brands, also have dropped during the past two years.

Most muscle cars are owned by Baby Boomers, roughly 74 million people who were born

from 1946 through 1964. But the youngest of the boomers are in their mid-50s now, and many are past their peak earning years and don’t have the money for a third car to go cruising. As the generation ages and enters retirement years, they’ll buy fewer new vehicles and fewer muscle cars will be sold.

“I can see that, but it takes time,” says Bryan Hamilton, car show chairman for Shoals Mustangs, a pony car club in the Muscle Shoals and Florence, Ala., area. Although membership in the club is stable at around 40, most members are boomers, he says. As they age, interest in the cars could wane, he says. While many have restored Mustangs from the 1960s, other members have newer versions.

Hamilton also says there are some younger people in another classic car club he’s in who are buying newer cars. Shoals Mustangs, he says, reaches out to local high school auto technician programs, showing off cars and giving some students new tools to keep interest going.

There’s also the point of view that Detroit iron will rise again as automakers roll out new versions of the cars, most of which are several years past their introductory dates. Experts say newly redesigned cars are important in a segment that values looks and performance.

The big question is whether millennials, now 22 to 37, will be interested in a rumbling performance car.

Steve Beahm, head of Dodge and other passenger car brands for Fiat Chrysler, says that by creating new versions of the Challenger and Charger such as the 800-plus horsepower Demon, the company has been able to keep older models fresh and gain interest among younger people. Charger sales are down 4 percent

so far this year but Challenger sales are up by a like amount.

“Our age demographics are not growing,” Beahm said. “We’re bringing in some of the younger people, in the 30-35 range.”

Ford has done similar new variations with the Mustang, rolling out a high-horsepower Cobra Jet drag strip version earlier this month. It’s also selling the car overseas now, which has boosted sales numbers.

The shift to SUVs should actually help muscle cars as automakers, namely Fiat Chrysler and Ford, stop selling small, mid-size and even larger cars, said Kelley Blue Book Executive Publisher Karl Brauer.

SUVs don’t handle as well as cars and aren’t as much fun to drive, says Brauer. So those looking for a lower center of gravity will select the muscle cars, he said.

Millennials weren’t expected to buy new vehicles when they were younger, but now are buying as they age and move to suburbs, Brauer said.

Schuster said the risk is low, but it’s still possible, that the muscle car segment could be dying. It won’t happen within the next five years, but after that, he said the risk rises. “You’re losing a market unless you do something with the vehicle that appeals more to a younger buyer,” he said.

Kay Rhame, car show director for the Red River Classic Mustang Club in Bossier City, La., said the popularity of the Mustang is proved by the fact that Ford is shedding all passenger cars except the Mustang. She doesn’t see a decline because she and her husband are spotting more new Mustangs in their area every day.

“This is a culture, not just a car,” she said. “I really don’t see them going away.”

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Uber Rebuilding Brand Trust

NEW YORK (AP) – Uber is aiming to boost driver and passenger safety in an effort to rebuild trust in the brand.

The ride-hailing company has created a feature on its app to reach out to passengers and drivers if it detects an accident or unplanned stop. Drivers will also have access to a hands-free feature to pick up passengers without touching their phones, and they will no longer see data detailing where they retrieved passengers in the past.

“This is just the beginning of the journey for Uber,” CEO Dara Khosrowshahi said last week during the company’s unveiling of the new features in New York City. “We want Uber to be the safest transportation platform on the planet.”

Uber plans to use location data to figure out if a stop seems unusual because there’s no traffic or if a car hasn’t made it to its final destination. If there is a long, unexpected stop during a trip, both the rider and the driver will receive a ride check notification to ask if everything is OK.

The company has also added a button to its app for drivers to contact emergency services, similar to the one it created for passengers in March. Uber says using the button is more efficient than calling 911 because the Uber app contains the vehicle’s exact location.

Going forward, Uber will conceal specific pickup and drop-off addresses in the driver’s trip history so that only the general area where a trip has started and ended will show up on the driver’s app, not the address.

Khosrowshahi has made safety one of his top priorities since taking over as CEO a year ago. In April, Uber started doing annual criminal background checks on

U.S. drivers and hired a company to constantly monitor criminal arrests.

The moves are an attempt to repair Uber’s reputation after a wave of major scandals and bad press. About two weeks after Khosrowshahi started, London’s transport regulator decided to strip Uber of its license to operate, saying that the company may be endangering public safety and security. Khosrowshahi apologized, flew to London to meet with officials and promised to change. A court eventually gave Uber a license, although much shorter than normal so it can be evaluated.

Since it began operating in 2009, Uber has been dogged by reports of drivers accosting passengers, including lawsuits alleging sexual assaults. Last year, the company was fined \$8.9 million by the state of Colorado for allowing people with serious criminal or motor vehicle offenses to work as drivers. The Public Utilities Commission said it found nearly 60 people were allowed to drive in the state despite having previous felony convictions or major traffic violations including drunken driving.

Despite the scandals, Uber’s ridership is growing, although it struggles to make money ahead of Khosrowshahi’s planned public stock offering sometime next year. The San Francisco company lost \$891 million in the quarter ending last June, narrowing from a \$1.06 billion loss for the same time last year.

Khosrowshahi, 49, an Iranian refugee, worked at Expedia and its parent company for 19 years before replacing combative but innovative Uber CEO Travis Kalanick. Analysts say he has created a corporate culture of honesty that employees respect.

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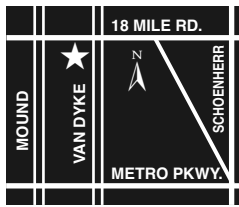
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A Ford employee uses a drone to check out Dagenham Engine Plant.

Tesla Corporation Suffers Trouble From CEO Musk

DETROIT (AP) – First it was the shocking tweet that funding was secured and Tesla may go private, then a statement that the money wasn’t locked down after all. Two weeks later it’s never mind, the whole deal is off.

Welcome to the disarray of Elon Musk, the impulsive genius and architect of cutting-edge car, rocket and solar panel companies built nearly from scratch.

Chaos, though, comes with a price. Experts say it all could wind up with Tesla exposed to a fine for misleading investors. And even though Musk has almost legendary status, the episode could further erode his credibility with stakeholders who have endured multiple broken promises and years of losses as a public company.

“Prior to the go-private episode, his credibility was in question, although investors still had overall confidence in the guy,” Erik Gordon, a business and law professor at the University of Michigan, said last week. “This whole go-private episode has taken his credibility close to zero.”

The bizarre story began Aug. 7 when Musk, while driving to the airport, tweeted he was considering taking the company private and that funding had been secured for the deal.

Investors would be paid \$420 per share, a 23 percent premium over the Aug. 6 closing price. No other details were given, but Tesla’s stock shot up 11 percent that day. At \$420, buying all Tesla shares would cost around \$72 billion.

Then, in a blog post six days later, Musk wrote the money wasn’t locked down, revealing that Saudi Arabia’s Public Investment Fund was the source of the cash but was still doing due diligence. Musk said the Tesla board and some big investors had been told he was considering taking the company private before he tweeted that information. He said he tweeted the disclosure so everyone could have the information.

Musk, who owns 20 percent of Tesla, also said he expected only a third of shareholders to sell, meaning the deal would be valued around \$24 billion.

Late Aug. 24 came a statement from Musk saying that after talking to investors, the plan to go private would be scrubbed.

Big institutional investors told him they had limits on how much they could sink into a private company.

The episode drew attention from the U.S. Securities and Exchange Commission, which reportedly is investigating Tesla for possible manipulation of the stock price. At least two lawsuits seeking class-action status also have been filed alleging Musk broke securities laws by making it sound like financing for the buyout was lined up.

James Cox, a Duke University professor who specializes in cor-

porate governance and securities law, said regulations prohibit companies from making misleading statements that influence the markets.

“The fact that he’s now backing off so quickly, within a matter of weeks, indicates the insincerity in which the first statement was made,” Cox said.

While Musk disclosed the possible buy-back on Aug. 7, he didn’t reveal all contingencies including that the Saudi fund had to investigate, said Peter Henning, a Wayne State University law professor and former SEC attorney.

“I think his most recent statement shows that this wasn’t thought through,” Henning said. “That’s going to be a concern for the SEC because that’s how investors can be misled, with incomplete information.”

The SEC also is likely to look at Musk’s disclosure to some investors before others, which also is prohibited if there’s reason to believe the investors might trade stock based on the information, Cox said.

Calling the whole thing off, though, might also be a defense for Musk, Henning said. “He could say I was just testing the waters. I was just thinking out loud, so I didn’t mean to mislead anyone on this.”

Normally, if a company was mulling a plan to go private, the CEO would notify the board and a process would be put in place to evaluate the move, Henning says. Lawyers would be involved and it would be disclosed in a filing with the SEC.

Cox predicts that Tesla will settle with the SEC, pay a penalty and agree not to violate securities laws in the future.

Volkswagen To Recall 2018 Atlas Vehicles

According to the Consumer Affairs Web site, Volkswagen Group of America is recalling 9,685 model year 2018 Atlas vehicles.

The air conditioning system drain tube may have been twisted during production, causing water to drain into the airbag control module.

The wet air bag control module may result in an unintentional deployment of the airbags, increasing the risk of injury or crash.

Volkswagen will notify owners, and dealers will inspect the air conditioning drain tube, and if it is twisted, the drain tube and air bag control module will be replaced, free of charge.

Some affected vehicles have had their drain tube previously replaced but did not receive a new air bag control module; the airbag control module will be replaced in these vehicles.

The recall is expected to begin Oct. 14, 2018. Owners may contact Volkswagen customer service at 800893-5298. Volkswagen’s number for this recall is 87F9.

Ford Uses Drones to Check Sites

Imagine if a simple innovation suddenly allowed one to carry out an arduous – but essential – chore in a fraction of the time it would normally take and without the safety risks of working at heights.

That’s been the case for Ford employees who are now using cameras mounted on drones to safely and efficiently inspect high-rise gantries, pipework and roof areas at the company’s Dagenham Engine Plant in the U.K., said Ford spokesman Emmanuel Lubrani.

Previously, the team carried out this important maintenance work by using automated extendable platforms and scaffolding to check 40-meter-long gantries that support the plant’s heavy machinery, Lubrani said. Each in-

spection area would take a laborious 12 hours to complete.

Now, with feet firmly on the ground and controlling drones equipped with GoPro cameras, maintenance staff can thoroughly inspect each area in just 12 minutes.

The whole production facility can be covered in a day, zoning in on hard-to-reach areas to ensure they are well-maintained and comply to rigorous safety standards.

“We’d joked about having a robot do the work when there was a lightbulb moment – use drones instead,” said Pat Manning, machining manager at the Ford Dagenham Engine Plant.

“We used to have to scale heights of up to 50 meters to do the necessary checks on the roof

and machining areas. Now we can cover the entire plant in one day and without the risk of team members having to work at dangerous heights.”

With the time saved by the use of drones, the team at Dagenham can carry out more frequent inspections, without having to shut facilities to construct the scaffolding that was once necessary to perform internal checks of the facility, Lubrani said.

Ford’s drones are also set to work inspecting pipework, locating air leaks and checking machinery.

The company is now evaluating the possibility of using this high-flying technology to check out the interiors of facilities in other regions across the globe, Lubrani said.



Millennials present innovative visions and discuss countless new ideas for Ford’s Corktown facilities.

Millennials Explore New Ideas for Corktown

Ford Motor Company sharpened its vision for Detroit’s Corktown community by inviting nearly 200 millennial leaders from across the region to participate in Reimagined Detroit Tech, a day of design challenges, workshops and community building ideas focused on shaping the future of Detroit’s oldest neighborhood.

Last month a diverse gathering of millennial tech and business talent explored new avenues to grow an inclusive tech and entrepreneur ecosystem in and around the iconic Michigan Central Station, the centerpiece of Ford’s vibrant new campus and a cornerstone of the company’s vision to become the world’s most

trusted mobility company, said Ford spokesman Eric Mitchell.

Members of Ford’s Thirty Under 30 leadership program connected with their fellow millennials by leading design sessions at the event, the largest community activity at the train station since the open house weekend in June, Mitchell said.

Ford Land Chairman and CEO Dave Dubensky, Ford Fund Multicultural Manager Shawn Wilson and other company representatives listened as participants reimagined the train depot, exchanged countless new ideas and presented innovative visions of what they would like to see as Ford renovations unfold, and Corktown is reborn with new

jobs, businesses and community engagement activities.

Dubensky, Wilson and the Ford leadership team will evaluate the insights shared and input from other members of the community, as Ford’s plans for the new Corktown campus continue to evolve.

Edmunds Predicts 1.5M Car, Truck Sales in August

Edmunds forecasts that 1,496,834 new cars and trucks will have been sold in the U.S. in August for an estimated seasonally adjusted annual rate (SAAR) of 16.8 million.

This reflects a 10.2 percent increase in sales from July 2018 and a 1.2 percent increase from August 2017, said Jeremy Acevedo, Edmunds’ manager of industry analysis.

“Hurricane Harvey depressed August sales by 2 percent when it hit last year, which is likely why we’re seeing a year-over-year lift in sales,” said Acevedo. “Despite this slight boost, August sales fall in line with the slower overall sales pace we expect to see through the second half of the year.”

Edmunds analysts also note that through July, inventories reached their lowest levels since 2016. While this is a positive sign that the industry has right-sized supply for decreasing demand, fewer vehicles on dealer lots means fewer vehicles are being sold compared with recent years.

“There are a lot of things working against the automotive market right now: Incentive spending is maxed out, interest rates are rising, and vehicle prices are reaching record highs,” said Acevedo.

VW’s Fines to Aid Illinois Air

CHICAGO (AP) – Illinois will use the \$108 million it got from the government’s Volkswagen emissions scandal settlement to improve air quality, mostly by replacing old diesel engines with more environmentally friendly options.

The U.S. Environmental Protection Agency and Volkswagen reached a series of settlements in 2016 and 2017 to resolve U.S. complaints. The complaints alleged that Volkswagen sold nearly 600,000 diesel automobiles from 2009 to 2016 that were equipped with computer software that cheated federal emissions tests. Some of the money is being used for clean-air programs across the U.S.

Gov. Bruce Rauner and the Illinois Environmental Protection Agency director announced the “Driving a Cleaner Illinois” program on Aug. 30.

“Commuter rail projects will remove some of the oldest, dirtiest diesel engines in Illinois from service,” said Illinois EPA Director Alec Messina.

Transit agencies, cities, schools and businesses may submit ideas to the Illinois EPA to receive money from the program. The funds will be distributed over 10 years. The first round of grants will provide \$20 million to commuter rail and public transit bus projects in the Chicago area.

The Illinois EPA funding proposal is an adjustment from the agency’s previous plan, which had proposed spending most of the money on “off-road technology,” replacing older locomotives, ferry and tug diesel engines with newer, cleaner ones.

Environmental groups complained that the Illinois EPA developed its prior plan without the same opportunities for public comment offered in other states. The new proposal comes after three public meetings were held.



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