

Sierra Denali Designed to be Rugged, Luxurious

by Jim Stickford

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



2019 Sierra Denali’s tailgate can be configured into different shapes.

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.

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Michigan Firm Contracted for Battery Tech

The United States Advanced Battery Consortium LLC (USABC), 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 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. Enabled by a cooperative agreement with the U.S. Department of Energy (DOE), USABC’s mission is to develop electrochemical energy storage technologies that support commercialization of hybrid, plug-in hy-

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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

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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Jim Stickford, news

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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.

“Our speciality is touring,” Ambrogio said. “We drive our cars to interesting places, enjoy meeting new people and visiting old friends.”

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

BorgWarner Revs Up with New Dual Volute Turbocharger

BorgWarner has developed a dual volute turbocharger specifically engineered for gasoline engines in light-duty vehicles with aggressive transient response targets.

The company’s new turbocharger delivers a noticeably quicker engine response time when accelerating from low speeds, said BorgWarner spokeswoman Kathy Graham. The dual volute geometry allows for the complete segregation of engine exhaust pulsations so more exhaust energy is available to the turbine wheel, compared with traditional twin-scroll turbochargers.

Adding to BorgWarner’s extensive portfolio of engine boosting products, the dual volute turbocharger is a new performance solution for gasoline-powered light-duty vehicles to help OEMs accomplish their individual goals, said Robin Kendrick, president and general manager, BorgWarner Turbo Systems.

“BorgWarner’s unrivaled history and expertise in creating advanced engine boosting technologies enable us to take a system approach in technology development as well as support our customers in choosing the right turbocharging solution,” said Kendrick. “Our engineering team recognized that a dual volute turbocharger could provide quicker engine response times for light-duty vehicles that require superior transient behavior. We are excited to bring this new solution to the market.”

A turbocharger, made of a turbine and compressor, works by harnessing normally-wasted energy in the high-temperature, high-pressure exhaust flow from the engine, and then converts that energy into compressed or “boosted” air to feed the engine.

The dual volute turbine stage

directs exhaust flow through two separate volutes (circumferential passages) of the turbine housing, each of which feed exhaust pulsations directly into one-half of the turbine wheel.

Traditional twin-scroll turbochargers maintain separation of the exhaust flow to the turbine wheel by adding a divider wall to the turbine housing, creating a “side-by-side” arrangement of the exhaust flow passages.

However, these designs require the exhaust flow from the two passages to enter a smaller common flow channel just before entering the turbine wheel, Kendrick said. The common channel allows some leakage of the exhaust flow and pulsation energy between the two sides, which results as a loss of energy available to the turbine wheel.

By eliminating this common flow channel and fully separating the flow passages, BorgWarner’s dual volute turbine stage is able to capture more exhaust pulsation energy than twin-scroll turbines.

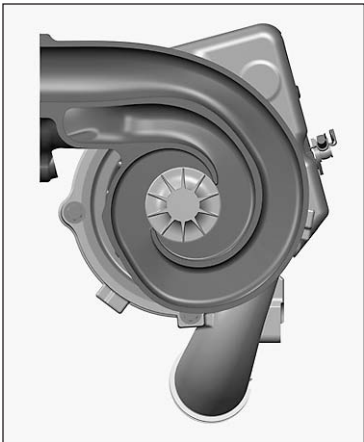
At low engine speeds, where there are longer periods of time between exhaust pulses and exhaust flow is more variable, the ability to harness the pulsation energy from the engine represents a significant increase in energy available to drive the turbine wheel as compared to the exhaust flow energy alone. This increase in turbine energy utilization at low engine speeds is a key to providing superior turbocharger boost response and meeting quick engine response targets in modern turbocharged engines.

Until BorgWarner’s new solution, dual volute turbochargers were used with diesel engines in commercial vehicles on a limited basis.

BorgWarner began developing this new generation of dual volute

turbocharging technologies for gasoline engines in 2012 and is now in production with an OEM on a full-size pickup truck – its first dual volute turbocharger for the light-duty vehicle market, Graham said. The company supplies engine boosting technologies from its comprehensive and growing portfolio to nearly every OEM worldwide.

A provider of clean and efficient propulsion solutions for combustion, hybrid and electric vehicles, BorgWarner also designs its products to comply with increasingly stringent global emissions regulations, Kendrick said.



Dual Volute Turbocharger

Car is Art, Home Furnishing

MIAMI BEACH, Fla. (AP) – “Money can’t buy me love,” The Beatles wisely sang.

But in Miami’s luxury real estate market, money can buy you pretty much anything – even a condo that uses a rare Italian sports car as a wall.

Artefacto, the high-end furnishings and design firm headquartered in Brazil with three locations in Miami, recently completed the installation of a \$1.5 million Pagani Zonda R – one of only 15 ever made – inside an oceanfront four-bedroom, 4,232-square-foot condo at the Fendi Chateau Residences in Surfside.

The sleek automobile, which is made out of carbon fiber and has a top speed of 218 mph, is suspended horizontally on support beams custom-made by Pagani for the installation. The car – sans its V12 Mercedes-AMG engine – acts as a space divider between the living room and the master bedroom.

The city of Surfside granted the contracting firm Finish My Condo a special permit to hoist the car (which weighs 800 pounds with its engine removed) via a crane through the fifth-floor condo’s terrace. Construction on the building had been completed in 2016, so Artefacto had to remove the unit’s impact windows and moldings in order to get the automobile inside.

The rest of the condo’s decor – including the furniture, lighting and color scheme – was designed to complement the car.

Paulo Bacchi, the CEO of Artefacto USA, said the owner of the unit, who wants to remain anonymous, is a Pagani enthusiast who argued that his rare car – one of only a few privately owned Zondas in the world – is as valid a piece of artwork as any traditional painting or sculpture.

“He said that people go to Art Basel and spend \$5 million on paintings to hang on their wall, so why not put his passion on his wall?” Bacchi said. “I told him, ‘Whatever makes you happy.’”

Artefacto, which was launched 40 years ago and is currently expanding into a global brand, specializes in the luxury market. The firm built the model unit on the 11th floor of Zaha Hadid’s One Thousand Museum tower, complete with working air conditioning, while construction on the 62-story skyscraper had only reached the 43rd floor.

Michigan Firm Contracted for Battery Tech

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brid, electric and fuel cell vehicles.

In support of its mission, US-ABC 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 US-CAR.

“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.

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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 Pizar, 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 Multimatic 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 "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 all-new, ZR2 Bison-specific 17- x 8-inch aluminum wheels.

This new Colorado variant also features "Bison" decals on the bed sides, an "AEV Bison" logo on the tailgate and embroidered AEV logo floor liners and front head restraints.

"We've been following Colorado since its introduction, and the ZR2 really captured our attention," said Dave Harrington, founder and president 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. We also expect that Colorado drivers will love the added ruggedness of our front and rear bumpers on ZR2 Bison."



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

The ZR2 Bison also duplicates the full equipment list of the Colorado ZR2, including, but not limited to:

- Class-exclusive front and rear locking electronic differentials.
- Revolutionary, segment-exclusive Multimatic DSSVTM dampers.
- Off-road rocker protection.
- Cast-iron control arms.
- Autotrac transfer case.

Like ZR2, Bison also features a modified rear axle with a 3.42 ratio, front and rear tracks widened by 3.5 inches and a factory suspension lifted 2 inches over a Colorado Z71.

Available options on Bison include:

- 2.8L Duramax Turbo-Diesel engine paired with a six-speed

automatic transmission, capable of 186 horsepower and 369 lb.-ft. of torque.

- Choice of crew- or extended-cab configurations (including short and long beds, respectively).

Customers will also be able to purchase an available third-party accessory snorkel for ZR2 Bison from AEV, ideal for air filtration while driving on dusty trails. This feature is compatible with all Colorado pickup variants.

The 2019 Colorado ZR2 Bison goes on sale in January 2019, modified for extreme off-road use and backed by a full factory limited warranty.

Macomb County Hosts Community Action Day Event

As a component of the National Day of Service, the Macomb Community Action Office of Senior Services is hosting a volunteer recruitment fair in honor of the victims of 9/11, said Macomb County spokeswoman Roneeka Pleasant-Brown.

The event is free to the public and will be held on Tuesday, Sept. 11, from 11 a.m. to 3 p.m. at the Macomb Intermediate School District, 44001 Garfield Road, Clinton Township.

The recruitment fair is designed to bring together approximately 30 local organizations and nonprofits looking to share their volunteering opportunities with individuals, groups, and businesses that want to give back to the community, Pleasant-Brown said.

"We're excited to offer this event for potential volunteers to come out and learn about the wide variety of volunteer opportunities available in Macomb County," said Nicole Urban, program manager for the Office of Senior Services. "When you volunteer, you find that you get back so much more than what you put into it. It is very rewarding and fulfilling."

Sept. 11 was designated a national day of service by Congress in 2009. The Corporation for National and Community Service leads the annual event.

Adult Day Care Center Opening in Macomb

Macomb County residents are invited to the grand reopening of the Macomb County Adult Day Center on Thursday, Sept. 13, 2018, at 21885 Dunham Road, Clinton Township, from 4 p.m. to 6:30 p.m.

The event, sponsored by Macomb Community Action, in partnership with the Martha T. Berry Medical Care Facility, showcases a number of updates to the center, and shows its new logo and name – the GoldenBerry Adult Day Caring Center.

To help improve the home-style environment that the center promotes, a renovation project took place between July and November 2017. These renovations provided changes such as shower area improvements, new bedroom furnishings, new appliances and much more. Funding for the renovations were made possible by the Area Agency on Aging 1-B and the Macomb County government.

"I'm very excited about our

memory care focused remodeling at the center," said Jane Yanez, supervisor of Resident/Client Services at the GoldenBerry Adult Day Caring Center. "The calming paint colors, new furniture and new equipment for our evidence-based activities create a positive experience for our participants and their families."

The Macomb County Adult Day Center opened its doors to clients in 1984. The center provides programs of both social and medical models geared at allowing those with physical and cognitive disabilities to remain in a comfortable environment during the day. The center is a cost-effective alternative to other forms of health care such as at home health and home nursing care.

"Our Adult Day Caring Center demonstrates great collaboration from Macomb County, Macomb Community Action, the Area Agency on Aging 1-B, the

Veteran's Administration and Martha T. Berry," said Kevin W. Evans, executive director of the Martha T. Berry Medical Care Facility. "All of us working together to provide services to our valued seniors."

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Tickets Now On Sale for LAAuto Show

Car enthusiasts and fans of the Los Angeles Auto Show can now purchase tickets for this year's event at LAAutoShow.com.

Last year, the global show had 1,000 of the latest models, vehicle debuts, and concept cars on display, and this year, the expectation is no different, said LAAutoShow spokeswoman Sanaz Marbley.

Alongside vehicles of all kinds, attendees of the 111-year-old show will experience a stellar lineup of family-friendly activations, including simulators, gaming attractions, and interactive driving experiences.

Tesla will be returning to the LAAuto Show this year, exhibiting their latest vehicles in South Hall. Hyundai and Porsche will have racing simulators for use.

Attendees will also be able to test drive numerous makes and models, including the latest from Acura, Alfa Romeo, Buick, Cadillac, FCA, Ford, GMC, Honda, Mazda, Toyota, and Volvo.

Electric vehicle brands BY-TON and Rivian, along with Genovations – the world's first street legal electric car to exceed 220mph – will bring their latest concepts and creations. In the West Atrium, visitors can experience live, interactive demonstrations and new autonomous vehicle concepts from companies including ICONA Designs.

Ford Employee Snags First Place in Technical Writing

The organizing committee for the SPE Automotive Composites Conference & Exhibition (ACCE) named the winners of the group's annual SPE ACCE 2018 Automotive Composites Conference and Exhibition (ACCE) Best Paper Award Winners.

The 2018 SPE ACCE Best Paper Award winners received the highest average ratings by conference peer reviewers out of a field of approximately 100 contenders. All three winners will be honored for excellence in technical writing with a commemorative plaque during the SPE ACCE opening ceremonies on Sept. 5, said SPE spokeswoman Teri Chouinard.

Sandeep Tamrakar, a post-doctoral research associate at Ford Research and Innovation Center in Dearborn took first place in this year's competition

Jung-Ting Tsai, a graduate student working on his M.S. degree in the School of Material Science at Purdue University, took second place; and Anthony Favaloro, who is continuing his research on rheological behavior and process simulation of prepreg platelet molding compounds focusing on further validation of PPMC process models and development and validation of Additive Manufacturing simulation methods, now as a post-doc at the Composite Manufacturing & Simulation Center at Purdue, Purdue University, placed third in the competition.

Tamrakar was lead author on the paper titled, "Determination of Mode II Traction Separation Law for S-2 Glass/Epoxy Composite Interface Under Different Loading Rates." His co-authors were Raja Ganesh, Subramani Sockalingam and John W. Gillespie Jr. from the Center for Composite Materials at the University of Delaware.

The paper was presented on Sept. 5 in the Virtual Prototyping & Testing session at the conference.

"This paper presents a methodology to extract the rate dependent traction separation law for composite interface through iterative method by simulating all the physically observed mechanisms in a micro-droplet experiment," Tamrakar said.

"Experimentally obtained rate dependent interfacial shear strength (1 $\mu\text{m/s}$ to 1 m/s), large strain resin properties (0.001/s to 12,000/s) and information on crack initiation at the interface obtained from carbon nanotube sensors are used as model input. Through simulation of micro-droplet experiments, a unique set of traction separation laws were determined for a given loading rate by narrowing down the range based on IFSS prediction for different droplet sizes and the associated failure modes."

Jung-Ting Tsai won second place in the competition for his paper entitled, "Integrated Struc-

tural Monitoring of Composite Materials Via Distributed Optical Sensors. He presented his paper on Sept. 6 in the Advances in Thermoset Composites session at the conference.

"Measuring the strain history in pre-impregnated thermoset composites during the curing process provides valuable data for manufacturing specification development, quality control, diagnostics of dimensional stability, and validation of cure models," Tsai said.

"This study's unique contribution to the field is the coupling of the optical sensor monitoring of composite cure strain with models of the cure kinetics, viscosity, and glass transition temperature of the thermoset matrix. Coupling the strain measurements to the material models facilitates coherent comparisons between strain sensor output and thermoset material behavior during the cure process."

Third place winner Favaloro's paper is titled, "Flow Pattern Predictions & Validation for Discontinuous Prepreg Using Anisotropic Viscous Flow Simulation." He presented his paper on Sept. 7 in the Virtual Prototyping and Testing session at the conference.

"This paper presents a simulation method that has been developed in-house at the Composites Manufacturing & Simulation Center for investigating the manufacturing of a relatively new class of materials of interest for automotive and aerospace applications: prepreg platelet molding compounds (PPMCs)," Favaloro said. As the platelet orientation state is highly important to the performance of final parts, predictive methods are required.



Sandeep Tamrakar

"One method of assessing a flow simulation is through comparison of the predicted flow front to short shot experiments. Thus, the fully coupled fiber orientation and flow simulation method developed in Abaqus/Explicit is exercised in the prediction of flow fronts for the double dome geometry with two different initial charge geometries and compared favorably to short shot experiment."

The SPE Automotive Division is active in educating, promoting, recognizing, and communicating technical accomplishments in all phases of plastics and plastic-based composite developments in the global transportation industry, Chouinard said.

SPE's Composites Division does the same with a focus on plastic-based composites in multiple industries. Topic areas include applications, materials, processing, equipment, tooling, design, and development. For more information, see speautomotive.com and www.specomposites.org.

AV Delivery Tech Needs Work

SAN JOSE, Calif. (AP) – A self-driving car that delivers your groceries seems like a great idea: a robot vehicle that uses artificial intelligence to replicate the service of yesteryear's milkman and grocery store delivery kid.

There are companies now working on the technology to make it a reality. But they still haven't managed to get the robots to do all the work.

There's a human schlepping your food every step of the way. There's even one behind the wheel.

Tests of the technology in places like Scottsdale, Ariz., and San Jose, Calif., still feature human safety drivers who have to take over if the robotic one gets confused. So from picking and packing the groceries, to loading them in the car, to having the shopper come to the curb to unload them, people are still involved at every turn.

It might not be long before that changes.

San Jose-based AutoX launched a pilot service in late August that uses proprietary vision technology to minimize the use of expensive lidar sensors. Those are the rotating sensors that shoot out lasers to see the world around it. Instead, AutoX relies mainly on cameras and stitches together 3-D maps, says Chief Operating Officer Jewel Zhou Li.

Lidar equipment can cost as much as \$500,000 per car, but AutoX gets that down to \$80,000, Li says. It's part of the strategy to get the cost of delivery down to below the price to consumers of \$2.50 per trip.

"Drivers are expensive," Li said. "Only with self-driving cars can we make the on-demand economy work."

AutoX, a startup with nearly 100 employees, has partnered with GrubMarket, a 3-year-old company that uses humans to deliver groceries, normally for a fee of \$6 for orders below \$40.

Its sources produce from local farms in the San Francisco Bay Area, and requires shoppers to choose their items online in the morning or the day prior to delivery.

Its workers sort the produce in a warehouse by hand. "We do all the picking, we do all the packing," said GrubMarket's marketing vice president, Dan Rabens. The partnership will create extra business, potentially without extra costs since delivery will be handled by AutoX.

In Scottsdale, startup Nuro is working with grocery giant Kroger on a test that will eventually use its special purpose vehicle, the R1. It's about half the width of a sedan and doesn't have room for people. And with a top speed of 25 miles per hour, the electric vehicle, which fits about 12 shopping bags, already has approval to drive on Arizona streets, the company said.

But until internal testing is complete, Nuro is relying on Toyota Priuses outfitted with self-driving technology, which also requires that a human be behind the wheel. Nuro charges a \$5.95 flat fee per delivery, and started delivering groceries to customers in the 85257 ZIP code.

For shopper Maureen Blaskovich, a 64-year-old retiree in San Jose, ordering from AutoX and GrubMarket scratched an itch of curiosity. She had seen the green vehicles on mapping routes pass by her home several times in recent days and finally stopped one to ask what they were doing.

After unloading some chicken wings and brightly colored carrots from an AutoX delivery vehicle's trunk on a recent weekday, Blaskovich said she liked the convenience of avoiding parking lot jams. And she liked GrubMarket's selection of unusual local items. "It's like the old days when you got the milkman and the bread man to come by the house," she said.

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FCA Invests \$30M to Test EV Technology

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 customers the features they want across our brand portfolio.”

The facility will allow for testing of various levels of autonomy and enables 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) and European New Car Assessment Program (EuroNCAP), plus additional automatic electronic

brake test simulations, Gutierrez said.

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.

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



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

Woman Sues Tesla Over Autopilot Incident

SALT LAKE CITY (AP) – A Utah driver who slammed her Tesla into a stopped firetruck at a red light earlier this year while using the vehicle’s semi-autonomous function has sued the company, saying salespeople told her the car would stop on its own in Autopilot mode if something was in its path.

Heather Lommatzsch claimed in the lawsuit filed Sept. 4 that Tesla salespeople told her in 2016 when she purchased the Model S that she could just touch the steering wheel occasionally while using the Autopilot mode. Lommatzsch, 29, said she tried to brake when she saw the stopped cars, but that the car’s brakes did not work.

The accident happened May 11 in the Salt Lake City suburb of South Jordan.

Lommatzsch broke her foot and was charged with a misdemeanor traffic citation for failure to keep a proper lookout.

The firetruck’s driver suffered injuries but was not hospitalized because of the collision.

Tesla spokesman Dave Arnold said in a statement about the lawsuit that the company “has always been clear that Autopilot doesn’t make the car impervious to all accidents.”

“When using Autopilot, drivers are continuously reminded of their responsibility to keep their hands on the wheel and maintain control of the vehicle at all times,” Arnold said.

Arnold stressed that Lommatzsch was cited and that the final police report said she told police she was looking at her phone before the crash. Car data showed Lommatzsch did not touch the steering wheel for 80 seconds before the crash, the report said.

Data taken from her car showed it picked up speed for 3.5 seconds before crashing into the firetruck, the report said. The driver then manually hit the brakes a fraction of a second before the impact.

Police suggested that the car was following another vehicle and dropped its speed to 55 mph to match the leading vehicle. They say the leading vehicle then likely changed lanes and the Tes-

la automatically sped up to its preset speed of 60 mph without noticing the stopped cars ahead.

Lommatzsch claimed she has suffered serious physical injuries that have deprived her of being able to enjoy life and led to substantial medical bills.

She is seeking at least \$300,000 in damages.

The Utah crash is one of several Tesla accidents that have brought scrutiny to its Autopilot, the company’s semi-autonomous system designed to keep a vehicle centered in its lane at a set distance from cars in front of it. The system also can guide the cars to change lanes automatically.

All Teslas are equipped with automatic emergency braking, which Tesla says will detect objects and brake to help avoid or lessen impact of crashes. Tesla warns drivers to pay attention and not to rely on the system entirely.

The National Transportation Safety Board recently issued initial findings about two separate crashes involving Tesla vehicles in which three people died in auto accidents.

The agency found that a Tesla Model S electric car that crashed

and burned last month in Florida, killing two teenagers, was traveling 116 mph three seconds before impact and only slowed to 86 mpg as the air bags were inflated.

The agency said that a Tesla Model X SUV using Autopilot accelerated just before crashing into a California freeway barrier in March, killing its driver.

The National Highway Traffic Safety Administration is still investigating the Utah crash and cannot yet make public details, said spokeswoman Kathryn Henry.

A study released in August by the Insurance Institute for Highway Safety found that cars and trucks with electronic driver-assist systems may not see stopped vehicles and could even steer a driver into a crash if the driver is not paying attention to the road and the vehicles surrounding them.

The paper, titled, “Reality Check,” issued the warning after testing the systems from different automakers, including Tesla, Mercedes, BMW and Volvo on a track and public roads. The upshot is while they could save your life, the systems can fail under many circumstances.

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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.

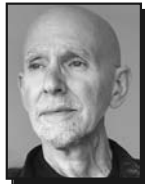
Millennials weren’t expected to buy new vehicles when they were younger, but now are buying as they age and move to suburbs, Brauer said.

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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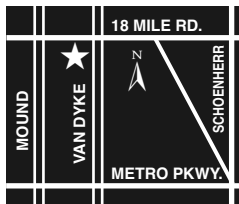
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CHEVROLET



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, dirt-

est 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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SHOWROOM HOURS: MON. & THURS. 8:30AM-9PM / TUES., WED. & FRI. 8:30AM-6PM / FIND NEW ROADS™

All prices and payments include GM rebates. Pictures may not represent actual vehicle. Pricing subject to change per GM incentives. Prices and payments are inclusive of active GM employee discount (unless otherwise stated). Must have GM Employee discount and lease loyalty. All leases are 10,000 miles per year with approved S Tier credit. All Vehicles shown are \$999 down unless otherwise stated. Disposition Fee may be required at vehicle turn in. Must have lease loyalty or lease conquest vehicle in household on certain models. Prices and payments are plus tax, title, plate, doc fee, refundable security deposit required on certain vehicles - to be determined by lender. Pricing includes Ed Rinke bonus cash, while supplies last. **\$3,500 trade in is valid on 2003 or newer vehicles w/ under 115k miles in drivable condition, no branded titles, reconditioning determined by appraiser. Certain restrictions may apply, see dealer for complete details. Volt is a former courtesy vehicle** Exp date: 9/11/2018.



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Sales Event!

SUMMER is Winding Down... But We Still Have Plenty of HOT DEALS!

2018 SILVERADO "LT" 4x4 DOUBLE CAB



Was \$44,240 Sale Price: \$28,999*

ALL STAR EDITION!

- 285HP V6 Engine!
- GM Bed Liner INCLUDED
- Color Touch Screen Radio!
- Heated Front Seats!
- Steering Wheel Radio Controls!
- Remote Keyless Entry!
- Locking Rear Differential!
- 18" Polished Aluminum Wheels!

Stock# J45674

24 MONTH LEASE

\$99*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

The Best Price...
PERIOD!



CHALLENGE YOURSELF TO BE A SAFE DRIVER!

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Stop by to Sign a Safe Driver Pledge and
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\$500 Visa Gift Card!



2018 TRAX "LT"



Was \$23,965
Sale Price:
\$14,999*

24 MONTH LEASE

\$119*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

The Best Price...
PERIOD!

- Color Touch Screen Radio!
- Remote Start and Entry!
- Rear Vision Camera!
- Aluminum Wheels!
- LED Daytime Running Lights!
- Bluetooth for Phone!

Stock# J43357

2018 EQUINOX "LT"



Was \$30,200
Sale Price:
\$21,499*

24 MONTH LEASE

\$139*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

The Best Price...
PERIOD!

- Color Touch Screen Radio!
- Remote Keyless Entry and Start!
- Rear Vision Camera!
- Front Heated Seats!
- Dual Zone Climate Control!
- Aluminum Wheels!
- Power Liftgate!
- Side Blind and Rear Cross Traffic Alerts!

Stock# J45299

2018 MALIBU "LT"



Was \$27,545
Sale Price:
\$18,999*

24 MONTH LEASE

\$139*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

The Best Price...
PERIOD!

- Color Touch Screen Radio!
- Remote Keyless Entry and Start!
- Rear Vision Camera!
- USB Charging Port!
- Aluminum Wheels!
- Bluetooth for Phone!

Stock# J44739

2018 CRUZE "RS"



Was \$25,165
Sale Price:
\$17,799*

24 MONTH LEASE

\$149*

\$999 Down

NO Security Deposit required. Tax, title and plate fees extra.

The Best Price...
PERIOD!

REDLINE EDITION!

- RS Appearance Package!
- Remote Keyless Entry and Start!
- Rear Vision Camera!
- Black Emblems with Red Outline!
- Black Aluminum Wheels!
- Heated Front Seats!

Stock# J40876

We NEED Your Trade... We'll Give You \$1000 OVER Kelley Blue Book... GUARANTEED!*



RICH MILNE
rmilne@moranautomotive.com



DAVID BERCEL JR.
dberceljr@moranautomotive.com

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Tuesday 8:00 AM - 6:00 PM
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*Pictures may not represent actual sale vehicle. All applicable incentives including bonus cash, bonus tags, competitive brand, lease conquest and/or lease loyalty offers have been deducted from Sale Prices/Payments and are subject to change by the manufacturer without notice and are plus title, tax, plate and CVR fees and were valid at time of printing. GM Employee discount require except where noted. Leases are 10,000 miles per year. Disposition fee may be required at lease turn in. \$1000 over Kelley Blue Book trade-in offer on 2005-2015 vehicles in drivable condition. No salvage or branded titles. Certain restrictions apply, see dealer for complete details on all incentives/offers. Sale ends 9/7/2018 @ 6:00PM.

