

New Turbocharged Engine Designed for Cadillac XT4

Cadillac has introduced a new compact SUV – the XT4.

The new vehicle is "tailored for the next generation of luxury customers," said Cadillac President Steve Carlisle.

"The new Cadillac XT4 brings a new vitality to Cadillac, in one of the industry's fastest-growing segments. It pairs the agility of our award-winning sports sedans with a youthful SUV character."

Developed on an exclusive compact SUV architecture, Carlisle said, Cadillac's entry in the industry's fastest-growing luxury segment delivers expressive design, confident performance, spacious accommodations and new technologies.

The XT4 offers a new turbocharged propulsion system and an available Active Sport Suspension with Continuous Damping Control and electronically calibrated steering, plus an available twin-clutch AWD system.

"The propulsion elements, chassis system and extensive tuning work in harmony to make the XT4 a joy to drive," said Todd Pawlik, 2.0L turbo chief engineer. "It offers all the versatility you want in an SUV, while answering the driver's inputs with both immediacy and comfort."

All XT4 models are driven by a new 2.0L Turbo engine that's engineered with valvetrain technology that delivers efficient performance, with strong power on demand at all speeds, Pawlik said.

The engine is rated at an SAE-certified 237 horsepower and 258 lb.-ft. of torque and an EPA-estimated 24 mpg city and 30 mpg highway (FWD models) for a balance of performance and efficiency that ranks among the top of the compact luxury SUV segment, said Pawlik.

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Cadillac's new 2.0L turbo engine



Women entrepreneurs had the chance to exchange ideas when FCA held a networking event Sept. 13.

FCA Networking Event Aims to Help Women

More than 100 female entrepreneurs and industry leaders attended a new networking event hosted by FCA, designed to link women business owners with the automaker's top female leadership.

The "W2W Mixer" took place on Sept. 13 at the FCA US head-

quarters in Auburn Hills, and featured women representing 85 different businesses ranging from a maker of high-quality lubricants to an award-winning marketing firm. Participants had the opportunity to pitch their businesses and ideas to a number of FCA executives.

"FCA US is committed to empowering women inside our company and to increasing the impact women-owned businesses have on our supply base," said Barb Pilarski, head of Human Resources, FCA. "Opportunities to

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Ford's Corktown Project is Making Art From Graffiti Left on Train Station Walls

The train station in Detroit's Corktown neighborhood has a varied and storied history – and Ford's plan to refurbish it takes that into account.

For years, the walls, columns and archways inside Detroit's abandoned Michigan Central Station served as a canvas for inspired graffiti artists and muralists.

They scribbled, scratched and spray-painted words or colorful images, sometimes hopeful, sometimes dark, sometimes elaborate, frequently creating over one another as the once-elegant

Beaux Arts station languished.

And that fascinating chapter of the iconic building's history isn't about to be lost as Ford transforms the structure into what company leaders call an innovation hub to help it realize its vision for the future of transportation.

So Ford commissioned Rebel Nell, a Corktown social enterprise, to repurpose layers of graffiti paint from inside the massive building into one-of-a-kind pieces of jewelry. The result is the limited edition Michigan Central Station Collection, an assortment of

pendants and earrings, each individually created from fallen graffiti.

"There is a story in every piece," said Shawn H. Wilson, manager, Community Engagement at Ford Fund. "Over the years, Michigan Central Station became an artist's playground. Artists went there to perfect their craft and build their brands. Part of the reason we're doing this is to pay homage to the artists."

Wilson said Ford worked with

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Varin shows off Stäubli's training room in the company's Novi facility.

Stäubli Brings Robots Into 'Giant Manufacturing Hub'

by Jim Stickford

With robotic, fluid connector and electrical connector products, Stäubli has opened a sales, service and engineering center in Novi.

"Novi provides Stäubli with a perfect location, right in the heart of one of America's great, industrial states and a hotbed for automotive production, which has experienced tremendous growth over the past few years," said Roger Varin, CEO of Stäubli North America.

Varin said the move to the Detroit area made sense. Southeast Michigan is "a giant manufacturing hub" and many of the company's biggest clients are based or have facilities here.

The Novi location is Stäubli's fourth site in North America.

The company held a ribbon-cutting ceremony on Sept. 11 to officially open the new facility.

"The people of Novi have been incredibly welcoming, and we are grateful to have worked with the community to make this center a reality for our customers, both current and future."

The 5,000-square-foot facility will provide support for Stäubli customers in all industrial sectors and will have a special focus on the automotive industry.

The center's key function will be to provide Stäubli customers across the region sales and engineering resources and to serve as a training facility for Stäubli partners on how to better integrate the company's innovative solutions in robotics, electrical connectors and fluid connectors into their existing operations.

Other North American sites include the company's North American headquarters in Duncan, S.C., Stäubli Electrical Connectors'

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The station's walls may not actually talk, but its graffiti is being reborn into jewelry as part of its restoration.

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Rochester Hills Firm Schedules 'Cars and Coffee'

Prefix Corp. of Rochester Hills is holding two "Cars & Coffee" gatherings in the next few weeks.

The first gathering will take place on Saturday, Sept. 22, 9 a.m. to noon at the company's Performance Division offices, 3500 Joslyn Road in Auburn Hills. The public is invited.

The second gathering will also take place at the Joslyn Road offices on Saturday, Oct. 27, from 9 a.m. to noon.

Prefix spokeswoman Lori Cybulski said that in addition to refreshments, visitors will also have the opportunity to take a tour of the facility. Door prizes and demonstrations of the company's engines will be featured.

Prefix is an engineering services company developing innovative design and engineering solutions for the automotive industry, Cybulski said. Continuously owned and operated by the same founding family, today the company operates multiple facilities in Michigan with over 200 employees.

GM's New App Aims to Stop Distracted Driving

When it comes to driving, it's often the basic safety things that people ignore.

Because of that, Chevrolet has launched a new smartphone app named, Call Me Out, to help remind new and experienced drivers to keep their eyes on the road and put their phones down while they're driving.

According to a recent Research Now survey, 84 percent of people admit that distracted driving while handling a phone is dangerous, yet 90 percent of drivers have done it, said GM spokeswoman Afaf Farah.

Driven to change the behavior, Chevrolet hosted a hackathon in October 2016 in Detroit where teams of young people were challenged to propose ways to reduce distracted driving. The framework for the Call Me Out app was born from the effort.

Call Me Out combines two extremely influential forces – technology and the people we love – to change distracted driving behavior, Farah said. The smartphone app is designed to leverage the positive influence of peer pressure on behavior.

Users are encouraged to invite friends and family to "call me out" and record a positive message to remind one another to keep their hands off their phones and on the wheel.

"As the father of two daughters, I am keenly aware of all the perils that my children face out in the world on a daily basis, and that is why it is so important for GM and Chevrolet to offer technologies that help all of us become safer drivers," said Alan Batey, president of GM North America and head of Global Chevrolet.

"With Call Me Out, we are extending our commitment beyond the technologies integrated into

GM and Chevy vehicles and are making the app available for Android phone users who drive other vehicle makes and models in an effort to help people change their driving behavior and make our roads safer."

How it works:

- Call Me Out is an audible alert system that uses the voices of loved ones to help drivers fight the urge to engage in risky distracted driving behavior.
- Android phone users can download the free app from the Google Play Store (data plan required).
- The app uses the phone's accelerometer and GPS to detect when the phone is physically picked up while traveling at speeds above 5 mph and plays recorded, personalized messages from friends or family reminding drivers to keep their eyes on the road and their phones down.
- The app also includes gamification, featuring a score board and rankings. The less a phone is handled while driving, the higher the score on the leaderboard.



A new app using the voices of loved ones urges proper driving.

"Today's vehicles offer a range of active safety features like Lane Keep Assist and Forward Automatic Braking that help drivers stay more aware of their surroundings," said Tricia Morrow, Chevy safety engineer. "But we also know the vehicle is only one element."

"Chevy's Call Me Out app gives drivers another great tool to reinforce good driving behaviors – and as a mom of a teenage daughter, I personally know how important it is to model good driving behaviors and encourage others to do the same."

How Call Me Out came to be:

- Chevrolet hosted a hackathon, challenging hackers to develop a personalized solution to reduce distracted driving.
- The Call Me Out app was the winning idea.
- Chevy partnered with students at Wayne State University in Detroit to test the app's effectiveness and concept of leveraging the positive influence of peer pressure.
- The app was then launched to the public.

Cadillac's XT4 Comes with Powerful Engine

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"The advantage of turbocharging is power when you need it and efficiency when you don't," said Kris Keary, 2.0L turbo assistant chief engineer. "In the XT4, it translates as confident performance in all scenarios."

A double-overhead-cam tri-power valvetrain complements the turbocharging system and is at the heart of the engine's balanced performance, enabling different valve lift heights and Active Fuel Management (cylinder deactivation) across the rpm band, said Keary.

The valvetrain system provides three operating modes depending on driving conditions – high valve lift for maximum power, low valve lift for a greater balance of power and efficiency and Active Fuel Management that disables two of the cylinders in light load conditions to further conserve fuel.

A unique camshaft design works with electromagnetic actuators that shift a moveable shaft with different cam lobes, Keary said. As the driver's input changes, the lobes shift imperceptibly between the three operating modes, he said.

"The unique valvetrain design complements the turbocharging system to make the most of the engine's available power at all speeds," said Keary. "It's a seamless integration of technologies that drivers experience as satisfy-

ing, confident performance throughout the entire engine operating range."

Additional technologies contribute to the direct-injected Cadillac 2.0L Turbo's balance of performance and efficiency:

- The dual-scroll turbocharger is designed to enhance low-speed torque delivery and exceptional responsiveness. Peak torque is available between 1,500 and 4,000 rpm.
- Active Thermal Management uses targeted engine cooling to improve engine performance. Benefits include faster passenger cabin warm-up in hot and cold ambient temperatures, as well as increased efficiency.
- An efficiency-enhancing electric water pump eliminates the drag of a conventional, engine-driven pump. It also enables continual cabin heating, even when the engine is off during a stop/start event.
- The design of the integrated exhaust manifold in the cylinder head helps recover exhaust heat for faster engine and transmission warm-up and quicker turbo response.
- Stop/start technology automatically stops the engine in stop-and-go traffic under certain conditions to reduce fuel consumption. This feature can be deactivated by the driver at startup.

The new Cadillac 2.0L Turbo is coupled with a nine-speed automatic transmission with next-generation Electronic Precision Shift.

A new, compact SUV architecture is the foundation for the Cadillac XT4's driving dynamics, intending to make the performance of the propulsion system a sporty, refined experience for the driver.

Robust, stiff and comparatively lightweight – thanks in large part to the incorporation of press-

hardened, high-strength steel – the chassis' strength enables an exceptionally high degree of suspension tuning that enhances driver feedback and the overall feeling of solidity, Pawlik said.

Steering uses a variable-assist electric system that connects with a solid-mounted front cradle and a lateral cross brace that add stiffness to the vehicle structure. It provides a firmer foundation for the steering system that, in turn, reduces the vehicle motions when the steering wheel is turned, for a more direct feel.

The XT4 also features a Cadillac-first tuned vibration absorber integrated into the airbag behind the steering wheel. It is designed to help mitigate road and propulsion system vibrations that can make their way up the steering column.

The XT4 also offers custom-developed new Continental all-season tires designed to balance overall grip, handling, braking and quietness. More than a year was spent refining the compound and tread design of the standard 18-inch and available 20-inch tires, Pawlik said.

XT4 Sport models offer the sophisticated Active Sport Suspension with Continuous Damping Control (CDC), which is an active suspension system that provides variable damping for the MacPherson strut front suspension and five-link independent rear suspension. It uses sensors to monitor road and vehicle inputs, adjusting damping for each wheel 500 times per second.

The XT4 is the first Cadillac model to incorporate the state-of-the-art, electro-hydraulically controlled braking system, Pawlik said.

This electro-hydraulic system replaces the conventional vacuum-based power assist design with a compact electric motor and offers on-demand braking power for more efficient braking performance, he said.

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FCA Holds Networking Event For Women Entrepreneurs

CONTINUED FROM PAGE 1

connect our women leaders with accomplished women business owners fuel the connections and build the momentum that will move the automotive industry forward."

The event used a speed-networking format, giving attendees the opportunity to network with FCA women leaders from:

- Business development;
- Dealer operations;
- Finance;
- Mopar;
- Purchasing.

Representatives from the Great Lakes Women's Business Council (WBC), a nonprofit champion for women, minority and small-business owners, also were on hand.

The Women's Alliance, one of seven FCA business resource groups working to elevate inclusiveness, created the event as a way to build meaningful connections with FCA's supplier community.

"To be invited by FCA to network and connect with other business owners in the automotive industry is a sign that our industry is pushing toward gender equity," said Brittany Stovall, co-founder and CEO of Assured Quality Systems. "I applaud FCA for bringing us together to advocate for women-owned businesses."

The W2W Alliance Mixer was part of FCA's 19th annual Match-Maker event, which provides more than 250 minority-owned, women-owned and veteran-owned businesses access to FCA US leaders, buyers, Tier I suppliers and leaders from advo-

cacy and certifying organizations.

In 2017, FCA US spent \$8.2 billion with approximately 300 minority-, women- and veteran-owned suppliers, representing more than 18 percent of the company's total annual purchasing.

Since 1983, the company has purchased nearly \$62 billion from diverse suppliers.

In recent years, FCA received key leadership awards for its supplier diversity programs, including:

- National Minority Supplier Development Council – Corporation of the Year, Top Tier II Diversity Program Award, Innovation, Impact Award.
- Michigan Minority Supplier Development Council – Corporation of the Year Award.
- Women's Business Enterprise National Council – Top Corporation for six consecutive years.
- Great Lakes Women's Business Council – Corporation of the Year.
- Michigan Hispanic Chamber of Commerce – Top Corporation.
- Asian Pacific American Chamber of Commerce – Corporation of the Year.
- WBC – Great Lakes Excellence in Supplier Diversity Award.

The company recently earned acknowledgement of its diversity leadership when the editors of *DiversityInc* magazine named FCA US to the magazine's 2018 list of "Noteworthy Companies for Diversity" and to the list of "Top Companies for Veterans."

BorgWarner's Turbocharger Packs a Punch

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 ex-

cited to bring this new solution to the market."

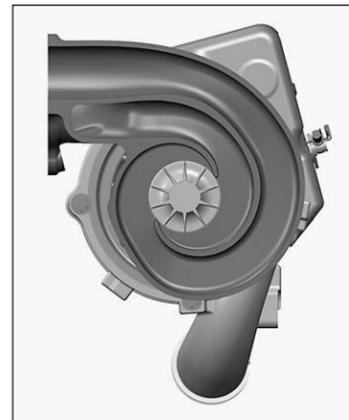
A turbocharger, made of a turbine and compressor, works by harnessing normally-wasted energy in the high-temperature, high-pressure exhaust flow from the engine, and then converts that energy into compressed or "boosted" air to feed the engine.

The dual volute turbine stage directs exhaust flow through two separate volutes (circumferential passages) of the turbine housing, each of which feeds 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 in 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 ex-



Dual Volute Turbocharger

haust 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 with 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.

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Automakers Say They Still Like Diesel Power

American automotive executives reaffirmed their commitment to diesel technology at a Washington Automotive Press Association gathering on Sept. 10.

"The diesel propulsion system remains a key component of GM's vehicle lineup, with 13 different models offering diesel as an option," said Dr. Pierpaolo Antonoli, General Motors executive director, Global Propulsion Systems Diesel Sector.

"Consumers around the globe continue to ask for diesel options, especially in our pickup truck and SUV offerings, where diesel can offer outstanding fuel economy and the range they demand."

"In the U.S. and Canada, the introduction of the Chevrolet Colorado Diesel mid-size pickup and the GMC Terrain Diesel compact SUV have proven to be a success," said Mike Siegrist, General Motors regional chief engineer.

"Our diesel centers of expertise in Italy and the United States, where all our diesel engines are engineered, are poised to continue serving the world's diesel market for years to come."

Casey Selecman, an IHS Markit analyst, said that in 2017 pickup trucks remained the most popular type of diesel vehicle. Now, 6.6 million trucks are on the road.

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headquarters in Windsor, Calif., and a sales and service facility in Querétaro, Mexico.

Stäubli's new site will support customers on the best ways to integrate Stäubli robots into their current production processes and also provide training on how to program robots to meet their specific needs, Varin said.

As a leading pioneer in the development of robotic tool changing systems, he said, Stäubli Fluid Connectors also will use the facility to showcase the many ways its multi-tool changer can benefit the automotive sector along with other industries.

"With the automatic tool changer, a robot's capabilities can be significantly expanded and their productivity and efficiency can be exponentially increased," said Phil Briggs, Fluid Connectors Division Manager, Stäubli North America.

"Although they are ideal for applications in the automotive industry, the prospect of increased efficiency make our tool changers attractive for other markets as well."

"We're excited to be here," Varin said. "I only wish that we actually got here earlier. Stäubli got its start in North America in the state of South Carolina because of the textile industry there. Over time, we've increased our product line and have the

Stäubli Opens New Training Facility in Novi

largest robotic line of products in the world."

The decision to open a facility in Detroit was made about 18 months ago, Varin said. It took the company time to build the facility that will host a sales staff, a training facility with personnel and extra parts.

"Our customers came to us and said that they wanted us to have a presence in the area," Varin said. "They need our people to help them with spare parts, service and training. So opening up this new facility just made sense."

The facility in Novi is addressing a specific need as industrial manufacturers seek to integrate automated solutions into their production process in new and innovative ways, said Varin.

Industry 4.0 has emerged as the new model of the global manufacturing industry, he said.

Robots and other interconnected devices are responsible for carrying out more sophisticated tasks, and industrial players are shifting how they operate, leveraging connected devices to improve efficiency, reduce downtime and improve production.

Stäubli recently introduced its TX2 line, an Industry 4.0-enabled line of collaborative robots that represents a new generation designed with the smart factory and Industry 4.0 in mind, said Varin.



Stäubli is using its new facility in Novi to train people on its equipment.

These interconnected robots, he said, enable machine-to-machine communication and the exchange of data between devices.

Stäubli robots are capable of relaying production data to computer systems upstream of the production chain and lay the foundation for a networked pro-

duction process that's connected to the digital world, he said.

The new facility will help customers better understand how Industry 4.0 can benefit their current production processes, and also how more automated solutions can be incorporated in their current operations, Varin said.

Ford is Taking Grafitti and Turning It Into Jewelry

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from the lobby and other floors of the 500,000-square-foot building, which closed in 1988 and has remained vacant since. Wilson and Rebel Nell co-founder and CEO Amy Peterson said they were respectful of the artists' works and only gathered graffiti that had fallen from surfaces.

"Graffiti is truly art," Wilson said. "Rebel Nell was able to help us identify artistic components inside the train station and which graffiti to use."

Rebel Nell, which has also created jewelry with graffiti from the Dequindre Cut and elsewhere in Detroit, has a strict "no peel" policy, Wilson said.

"We have respect for the muralists and the artwork they left behind," Peterson said.

"It's an amazing project to be a part of. The jewelry is a unique way to preserve and commemorate the legacy of the muralists who for decades left their mark on an iconic building."

The collection is a limited run of 300 pieces. The pendants are in the shape of Michigan's mitt and the city of Detroit's geographical shape, as well as simple bars.

A wide variety of pieces for men and women, including pins, cuff links and bar necklaces, are available. Prices range from \$30 pins to \$225 custom pendants, and many items are already sold out.

"We had an amazing response the first day we launched," Peterson said. "Each piece is one of a kind. No one is going to have the same piece you have."

Wilson said the jewelry is another way of telling the many stories associated with the train station, which opened in 1913 and at its peak served as many as 4,000 passengers a day.

Everyone, it seems, has his or her own story to share about the station, whether it's family members arriving from abroad to settle in Detroit, sons or fathers being sent off to war or returning from battle, adventurous young adults leaving to travel the country – or later, street artists finding their way inside to create.

"This project is really an example of a public-private partnership and a company like Ford paying homage and paying respect to those who helped sustain the legacy of the Michigan Central Station," Wilson said.

Ford's relationship with Rebel Nell goes back more than a year.

Rebel Nell was one of the participants in the FREC (Ford Resource and Engagement Center) accelerator competition for social entrepreneurs, Henkel said. The company, located in shared workspace in Corktown's Ponyride, was the winner and awarded \$25,000 to help expand its business, aimed at helping disadvantaged women transition to full-time employment.

Proceeds from the Michigan Central Collection will benefit COTS, a nonprofit organization that provides housing and other services for the homeless; Vista Maria, a community resource for disadvantaged children and their families; Love Runs, which raises funds to fight modern-day slavery in Michigan; and Covenant House, which supplies shelter and support to homeless, runaway and at-risk youth.

"Each piece is one of a kind. No one is going to have the same piece."

– Amy Peterson, Rebel Nell

Since launching in 2013, Rebel Nell has been employing women from the shelter as creative designers.

Rebel Nell just hired its 20th woman from the shelter.

Not only does Rebel Nell offer these women important work but also reconnects them to the city, where most of them come from, said Delphia Simmons, chief strategy and learning officer for COTS.

These women gain an appreciation of their home town and for the arts and crafts they are working with and help create, she said.

The connections between the women, the city of Detroit and the train station aren't lost on Simmons.

"You hear a lot about renewal, Detroit rising like the Phoenix," she said.

"Detroit's had bad times and so have these women. The city is coming back and that translates to these women as well.

"It's helping position them to take advantage of the changes and rise like the city – and the train station."

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Meeting 1: 7:00 - 7:50 a.m. (breakfast included)

Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

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

TUESDAY, OCT. 23, 2018

Meeting 1: 7:00 - 7:50 a.m. (breakfast included)

Meeting 2: 11:30 a.m. - 12:20 p.m. (lunch included)

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

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Alfa Romeo's F1 Sauber Team Gets New Driver

There is good news for fans of Alfa Romeo's Sauber F1 racing team.

"The Alfa Romeo Sauber F1 Team is delighted to have Kimi Räikkönen join the team in 2019," said FCA spokesman Berj Alexanian. "The 2007 Formula One World Champion from Espoo, Finland, has signed for the next two seasons."

In his career, Kimi Räikkönen has secured 20 Grand Prix wins and 100 podiums to date, making him one of the most highly regarded drivers in the history of the sport, Alexanian said, and the Alfa Romeo Sauber F1 Team looks forward to the arrival of the Finnish driver, with whom the team shares the common goal of achieving ambitious results.

"Signing Kimi Räikkönen as our driver represents an important pillar of our project and brings us closer to our target of making significant progress as a team in the near future," said Frédéric Vasseur, CEO of Sauber Motorsport and Team Principal of the Alfa Romeo Sauber F1 Team.

"Kimi's undoubted talent and immense experience in Formula One will contribute not only to the development of our car, but will also accelerate the growth and development of our team as a whole. Together, we will start the 2019 season with a strong foundation, driven by the determination to fight for results that count."

Earlier this year Alfa Romeo's Sauber F1 Team added a new race car – the C37 – for use in the 2018 racing season.

"Our target ahead of 2018 is clear: We have to catch up with the field and to continue improving our performance during the course of the season," said Frédéric Vasseur, Team Principal, in February. "We have put lots of energy and commitment into the development of the C37. I want to thank our partners and fans for their continuous support."

"The return of Alfa Romeo to Formula 1 sets another milestone in the team's history, and I am proud that such a historical brand has chosen us for their return to the sport. We are eager to start the 2018 season as the Alfa Romeo Sauber F1 Team."

The team most recently had drivers finish 12th and 16th at the 2018 Formula One Heineken Italian Grand Prix on Sept. 2, Alexanian said.

General Motors Orders Recall of 240,000 Vehicles

DETROIT (AP) – General Motors is recalling more than 240,000 vehicles, mainly in the U.S. and Canada, to fix a problem that could hamper rear brake performance.

The recall covers many GMC Terrain, Buick Lacrosse and Regal, Cadillac XTS and Chevrolet Cruze, Equinox, Volt, Impala and Bolt vehicles from 2018 and 2019. Also covered is the 2018 Chevrolet Malibu.

GM says the rear brake caliper pistons can contain trapped hydrogen gas that could make the brakes feel soft and increase the risk of a crash. General Motors says it's not aware of any crashes caused by this problem.

Dealers will bleed the brakes to remove gas.

Once the gas is out, GM officials said the problem won't happen again.

GM is preparing to notify owners, but those with concerns can call dealers and schedule repairs now.

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MCC Students Have Chance To See London

Need some inspiration for getting through the approaching winter months? How does a weeklong springtime vacation in London sound?

For the 33rd consecutive year, Philip Barrons, Macomb Community College professor emeritus of humanities, is leading a college-sponsored trip to London, England, from May 3 through 11, 2019, said Tish Wirth, Public Relations coordinator at MCC.

The trip is open to Macomb students, alumni, faculty and staff, as well as the public.

"We look forward to new travelers joining us, as well as those who have made the trip before," Barrons said. "Many find this trip is an excellent way to travel overseas for the first time. Once there, they realize this is very doable. They've said that the trip has enriched their lives, which pleases me because part of the college mission is to provide enrichment opportunities."

Barrons said he designs the trip to be an opportunity for discovering London, allowing plenty of time for travelers to pursue their own interests. He provides guidance and direction.

The cost is \$2,051 per person and includes round-trip airfare, lodging for seven nights at a central London hotel, bus transfer between the airport and hotel, and a half-day guided sightseeing bus tour. Reservations for the trip will be accepted beginning Monday, Oct. 8, with a deposit of \$293. Subsequent payments of \$293 are due on the 15th of each month, November through March, with a final payment on April 1.

The first payment must be made in person at the college's South Campus cashier's office.



2019 Ram 1500



2019 Silverado

Pickup Trucks Play a Big Role in Future of FCA and GM

DETROIT (AP) – From new top-selling pickup trucks to an essential range extension for an electric car to the most popular SUV in the country, the 2019 model year for new vehicles has something for everyone.

Fiat Chrysler's Ram brand and General Motors' Chevrolet will go at each other and rival Ford with tough-looking new full-size pickup trucks.

Here are the two new models to watch for the coming model year.

RAM PICKUP: The 2019 Ram keeps the current look of a semi cab, but it grew by 4 inches and is slightly wider. The grille is larger, with a forward-leaning, aggressive slant and the hood is higher to look more like a big rig, as well as to help the truck glide through the wind. It's 225 pounds lighter than the outgoing model to compete with lighter rivals, and the frame is almost entirely made of lighter, high-strength steel.

The tailgate and other parts are made of aluminum. Even the chrome Ram logo at the rear got a more chiseled, brawny look.

Fiat Chrysler says its interior room is the largest in its class. Power is the most significant change. The truck gets a mild hybrid system standard on most gasoline versions. It replaces the alternator with a motor and a 48-volt battery pack, which can shut down the truck at stop lights to save fuel and boost acceleration.

The system reuses braking energy to charge the battery. Buyers get the choice of a 305-horsepower 3.6-liter V6, a 395-horsepower 5.7-liter V8 or a 3-liter V6 diesel with 240 horsepower. With two-wheel-drive and a mild hybrid V8 engine, the truck gets 19 miles per gallon in combined city and highway driving. That's two miles per gallon better than the 2018 version with a similarly sized engine.

The new Ram went on sale earlier this year. A base Tradesman quad cab starts at \$33,390, including shipping. The company is also selling the outgoing Ram 1500 model as the "Classic" for those looking for regular cabs or lower-priced models.

CHEVROLET SILVERADO: The nation's second-best selling vehi-

cle loses about 450 pounds as General Motors tries to meet government fuel economy requirements that will be in effect through at least 2020. Engineers took the weight out by melding different metals.

All of the swinging parts, including the doors, hood and tailgate, are aluminum, but stationary parts such as the bed are still steel. The new truck is just under 2 inches longer than the old one for more cargo and interior space.

The short bed in the crew cab, for example, is 1.7 inches longer than the outgoing truck. The frame is made of lighter "high-strength" steel, and there's ample aluminum elsewhere. Buyers will get a choice of four engines and multiple transmissions, including a four-cylinder for the first time in recent history. The 2.7-liter turbocharged four isn't a wimp.

It puts out 310 horsepower, but its mileage wasn't released. Also available are two V8 engines – a 5.3-liter one with 355 horsepower and a 6.2-liter powerplant that puts out 420 horsepower. Both

can shut off any number of cylinders for better gas mileage.

And there's a holdover 285-horsepower 4.3-liter V6 on the base work truck. A two-wheel-drive model with the smaller V8 gets 19 miles per gallon in combined city and highway driving, one mpg better than the comparable 2018 version. A six-cylinder diesel is coming later. Crew cabs starting at \$36,095 (including shipping) for the short bed are arriving at dealers now with other models coming later this year.

Tesla Drops Number Of Colors Offered

NEW YORK (AP) – Tesla is dropping two of the seven standard colors it had offered to customers as it tries to streamline production.

In a tweet Sept 11, CEO Elon Musk said obsidian black and metallic silver will still be available, but at a higher cost.

Tesla fans can still choose as standard colors solid black and midnight silver metallic, as well as pearl white, deep blue metallic and red.



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Grant Given to Honor Ford Hunger March of 1932

The MotorCities National Heritage Area Partnership recently received grants from the Ralph C. Wilson, Jr. Legacy Funds at the Community Foundation of Southeast Michigan and the Rotary Club of Dearborn to support the Fort Street Bridge Interpretive Park.

The project aims to create a park along the historic Fort Street Bridge in southwest Detroit to memorialize the 1932 Ford Hunger March, one of the most significant events in labor history, said Bob Sadler, communications manager for the MotorCities National Heritage Area Partnership.

On March 7, 1932, thousands of workers marched from Detroit to the Ford River Rouge Factory in opposition to Ford's treatment of current and laid-off workers. Police and Ford security arrived to halt the march once it reached Dearborn, but fights broke out, resulting in five dead and over 60 injured. It became known as the Ford Hunger March and helped lead to the formation of the United Auto Workers in 1935, Sadler said.

The Ralph C. Wilson, Jr. Legacy Funds awarded the MotorCities partnership \$41,000 with the vision of creating impact within the communities of Southeast Michigan. The funds were established to support areas important to Wilson during his lifetime, such as design/access and community assets.

The Rotary Club of Dearborn presented a grant in the amount of \$10,000 toward the project as part of its program to plant trees and bushes throughout the Dearborn and Detroit area. The program stemmed from a challenge issued by Rotary International President Ian Risely, who called for all clubs to plant one tree for each club member last year.

The Fort Street Bridge Park idea arose from a partnership known as the Fort Rouge Gateway Project, or FROG, which includes 16 entities covering private enterprise, nonprofit, local government and education, all striving to create a commemorative site in the shadow of the newly erected Fort Street Bridge, Sadler said.

Partners include MotorCities, the University of Michigan-Dearborn, the City of Detroit, the City of Dearborn, Marathon Petroleum Co. LP, the Michigan Department of Transportation, United Auto Workers Local 600 and others.

This place-making project is going to transform an urban space into a park that both interprets the historical legacy of labor and industry, while offering a vision for a more resilient future, according to the FROG partner-

ship, said Shawn Pomaville-Size, MotorCities' executive director.

"Access to green space is an issue in Detroit's lower-income communities, which are less likely to have healthy trees, nearby parks, and safe, welcoming environments for residents to enjoy the outdoors," said Pomaville-Size.

"This project will demonstrate how we can reclaim such areas as cultural landscapes for social and recreational use, while providing education about labor and environmental history."

Fort Street Bridge Park construction is slated to begin later this year, Pomaville-Size said.

The Community Foundation for Southeast Michigan is a full-service philanthropic organization leading the way to positive change in our region, Sadler said.

As a permanent community endowment built by gifts from thousands of individuals and organizations, the foundation supports a wide variety of activities benefiting education, arts and culture, health, human services, community development and civic affairs in the seven counties of southeast Michigan.

The Ralph C. Wilson, Jr. Legacy Funds at the Community Foundation for Southeast Michigan honor Wilson's charitable legacy by supporting efforts across the region in caregiving, design & access, and youth sports, as well as for community assets in Wilson's home community of Grosse Pointe. For more information, please visit www.cfsem.org.

Woman Sent To Prison for Road Death

DETROIT (AP) - A woman has been sentenced to 46 months to 15 years in prison for a crash that killed a 57-year-old road construction worker near downtown Detroit.

The *Detroit News* reports 22-year-old Samiya Speed of Detroit learned her punishment Sept. 12 after pleading no contest last month to charges including operating under the influence causing death, driving with a suspended license causing death and a moving violation causing death to a construction worker.

Speed, at times tearful, apologized in court.

David Snell of Bay City was working in a construction zone on Interstate 75 in June when he was struck by her vehicle. Authorities say Speed was drunk and driving on a suspended license at the time. Her vehicle rolled. Snell was helping another worker connect a utility trailer to a pickup.

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ROUSH Performance Now Has F-150 Supercharger

ROUSH Performance's largest supercharger is now available for the V8-powered 2018 F-150.

The 2018 ROUSH Phase 1 Supercharger Kit boosts the truck to 650 horsepower and 610 lb.-ft. of torque adding an additional 255 horsepower and 210 lb.-ft., said ROUSH spokesman Gregg Voss.

The kit is backed by a three-year, 36,000-mile complete powertrain warranty when installed by a ROUSH authorized dealer or an ASE-certified technician.

Individual parts have been designed and rigorously tested at the component level for extreme durability, reliability and emissions compliance, said Tony Marszalek, executive director of Aftermarket Products.

"We are as passionate about creating a no-compromise, cutting-edge performance lifestyle as truck enthusiasts are about living it," said Marszalek.

"Thousands of hours of research and testing went into the development of this ROUSH supercharger, including testing in extreme environmental conditions to ensure quality and performance in all locations – on or off the road."

This Phase 1 Supercharger Kit is part of the TVS (Twin Vortices Series) line developed by ROUSH Performance in collaboration with Eaton, Voss said. Used for years in the ROUSH Mustang and F-150, the TVS technology rotating assembly delivers more power and better fuel economy in a highly engineered, proven package.

Unlike turbocharging, this Phase 1 Supercharger gives drivers instant throttle response and increased power through the engine's entire power band, Voss



Phase 1 Supercharger Redux

said. The 2.65L supercharger is a roots-type positive displacement supercharger that features twin four-lobe rotors that twist 170 degrees. The innovative fourth lobe and added twist allows for a more efficient and powerful system with improved noise and vibration characteristics.

Newly designed, high-flowing front inlets enhance thermal and volumetric capacity across the full RPM range for better efficiency.

"It is Jack Roush's lifelong passion for highly engineered, powerful performance to be the driving force of ROUSH Performance. We have no doubt this supercharger will transform your truck," said Marszalek.

The fully integrated kit includes all necessary installation hardware, as well as exclusive ROUSH Performance calibration, Voss said.

ROUSH Performance, a division of Roush Enterprises, designs, engineers and manufactures completely assembled pre-titled vehicles, aftermarket performance parts, and superchargers for the global performance enthusiast market.

'Brain' in 2019 Edge Determines AWD or FWD

Talk about smart cars.

The 2019 Ford Edge is smart enough to detect various driving conditions and automatically shift between two-wheel and all-wheel drive, said Ford spokesman Dan Jones.

The feature provides all-wheel-drive traction when it's needed, and helps reduce fuel consumption when it's not.

The system is called all-wheel-drive disconnect, a first-for-Ford technology that uses a form of artificial intelligence that can calculate quicker than the human brain.

Based on information received from dozens of high-tech sensors, the new Edge can determine in a fraction of a second whether all-wheel drive is needed, Jones said.

"The concept is pretty simple, it was the execution that was the challenge," said Scott Beiring, Ford driveline applications supervisor. "Shifting between two- and all-wheel drive needs to be fast and seamless enough that the customer doesn't know it's happening."

The system uses an all-new dedicated electronic brain that receives inputs from dozens of sensors throughout the vehicle, said Beiring. It interacts with the traction control system to detect wheel slip, receiving inputs from the anti-lock brakes to learn if that system is active. It even detects if the windshield wipers are on, whether the Edge is towing a trailer, and the outside temperature.

An algorithm that uses "fuzzy logic" processes all of the data to determine if all-wheel or front-wheel drive is optimal, Beiring said. Constantly monitoring, the system can detect in 10 milliseconds the need to engage or disengage all-wheel drive. It can quickly distribute up to 100 percent of the available power from the front to the rear wheels, depending on driving conditions detected by the system.

"'Fuzzy logic' refers to the algorithm," Beiring said. "It's like you or I determining what to wear based on reading a weather forecast, where we're going, the time of year and looking outside. In the case of the new Edge, just because



2019 Ford Edge

the windshield wipers are on doesn't mean all-wheel drive is going to engage. The algorithm makes the call based on a variety of things that are happening – but much faster than a person could process.

"There are similar systems out there, but none quite like this," he added. "The fact that we're able to switch seamlessly and without any input from the driver, that's the real magic."

All-wheel-drive disconnect is only one reason for the 2019 Ford Edge's improved EPA-estimated fuel economy ratings. All-wheel-drive-equipped vehicles have EPA-estimated fuel economy ratings of 21 mpg city/28 mpg highway/23 mpg combined. Front-wheel drive vehicles have EPA-estimated fuel economy ratings of 22 mpg city/29 mpg highway/25 mpg combined.

With standard all-wheel drive and a 2.7-liter V6 EcoBoost engine, Edge ST, the first SUV from the Ford Performance team, has EPA-estimated fuel economy ratings of 19 mpg city/26 mpg highway/21 mpg combined. Actual mileage may vary, said Jones.

Those EPA-estimated ratings represent improvements over current Edge models – improvements that the addition of several new technologies – as well as a handful of aerodynamic enhancements – helped achieve, Jones said.

Fuel-saving tech features on the new Edge include:

- New 8-speed automatic

transmission introduces two overdrive gears, which decrease engine rpm for improved fuel economy during highway cruising.

- Active transmission warm-up uses reclaimed heat energy to warm up the transmission faster. This, along with a durable, synthetic, ultra-low-viscosity fluid – engineered specifically for the new Edge – reduces component friction and helps save fuel.
- Standard Auto Start-Stop helps save fuel by shutting off the engine when the vehicle comes to a stop and automatically restarts when the driver releases the brake pedal.
- Deceleration fuel shut-off stops fuel flow to the engine when the vehicle is reducing speed.
- Exhaust gas recirculation not only reduces harmful emissions, but increases efficiency by allowing a larger throttle position, thereby reducing pumping losses.

To improve Edge aerodynamics, 2019 models are equipped with active grille shutters, full underbody shields and air curtains that create a high-pressure region of air around the outer surface of the wheels and tires for reduced drag.

The new Edge and Edge ST are due to arrive in local dealership showrooms later in the month of September.

Tesla's Executives Are Abandoning Ship

DETROIT (AP) – Tesla apparently is having trouble informing customers about deliveries of the Model 3 mass-market electric car.

In a Twitter response on Sept. 12 to a Model 3 buyer, CEO Elon Musk wrote that customers "may experience longer response times" because of a large increase in vehicle deliveries in North America. He wrote that resolving the issue is Tesla's top priority.

Earlier in the day, the customer tweeted to Musk that he couldn't get a vehicle identification number from his sales adviser even though he was scheduled to pick up his Model 3 on Sept. 10. The customer wrote that his loan for the car is up in the air. Normally vehicle identification numbers are needed for loan paperwork.

The customer wrote that his experience with Tesla has been a nightmare and the adviser isn't responding to emails.

Musk apologized and wrote that he's working on the issue. Tesla spokesmen did not immediately comment.

Tesla is counting on sales of the Model 3 to generate cash to make debt and expense payments and turn a sustained profit starting this quarter. The company said it has more than 400,000 orders for the car, which starts at \$35,000 but can't be purchased yet for less than \$49,000.

Also on Sept. 12, another executive announced he was leaving

Tesla, the fourth departure in the last two weeks.

Justin McAneer, vice president of global finance, wrote in a statement distributed by Tesla that he will leave the company Oct. 7 to take a chief financial officer role at another company that he didn't identify.

"This was simply an opportunity I couldn't pass up," he wrote, adding that he loved working at Tesla and has great respect for his colleagues. McAneer wrote that a number of people will step up to fill his role.

In the first week in September, David Morton, chief accounting officer, stepped down after only a month on the job at Tesla Inc. The company said in a regulatory filing that Morton was leaving due to the level of public scrutiny and the pace at the company but not over any disagreements with Tesla's leadership or its financial reporting.

That followed a report on Sept. 7 that Gabrielle Toledano, head of human resources, would not return to Tesla after a leave of absence. And communications chief Sarah O'Brien confirmed that her last day on the job was Sept. 12. She wouldn't give a reason for her departure, which she said has been in the works for two months.

Late on Sept. 7, replacements were named for Toledano and O'Brien, and Musk also promoted Vice President Jerome Guillen to president for automotive, overseeing all auto operations in-

cluding the parts supply chain.

The departures come as Musk's behavior has become more erratic in recent weeks. His conduct has been questionable since the first-quarter earnings conference call when he criticized Wall Street analysts for asking "bonehead" questions about the company's finances. Then he labeled a British diver who aided in the cave rescue of Thai soccer players a pedophile, and after apologizing, doubled-down on his accusation last week. He also took a hit off what apparently was a marijuana-tobacco joint during a podcast interview that made its rounds on YouTube.

But the most questionable action came when Musk tweeted Aug. 7 that he had secured funding to take the company private at \$420 per share to get away from the short-term pressure of Wall Street. The tweets pushed the electric vehicle and solar panel maker's stock price up 11 percent that day. But it subsequently fell when Musk revealed that funding wasn't locked down.

On Aug. 24, Musk put out a statement saying the go-private deal was off, drawing scrutiny from the Securities and Exchange Commission. On Sept. 11, Nomura analyst Romit Shah downgraded his rating on the company's stock from "Buy" to "Neutral" on worries about Musk's erratic behavior. The behavior is likely to have contributed to recent executive departures including Morton, Shah wrote.

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The Packard Proving Grounds Historic Site will host an author who will discuss the history of the company.

Author To Talk About Packard's History

Packard automobiles were beautiful vehicles and behind all of those beautiful cars were real people, which is why the Packard Proving Grounds Historic Site (PPG) in Shelby Township is hosting a presentation, "Letters from Packard," by author and historian Jim Balfour Sept. 30 at 3 p.m.

Through the PPG's Honoring History series, this program is a chronological look at correspondence related to the company, its product, and individuals connected with the product from the beginning until the end in 1956.

The presentation is more about "Packard Life" during that time than about the company per se. While sometimes humorous and sometimes serious, these vignettes about employees, customers, and Packard historical events are always interesting, said event coordinator Mary Anne Demo.

"This presentation is especially

timely as it is the PPG's 50th anniversary year" said Demo.

Balfour, a Michigan native and only child of two educators, learned a lot about American history, said PPG spokeswoman Karen Stapleton Hooper.

He developed a lifelong passion for the automobile, including the Packard Motor Car Company and its history. After college, Balfour married, raised four sons and began a career in engineering development of automotive products and then international engineering management. He restored a 1928 Packard Vincent prototype speedster and has also authored many Packard-related articles.

The 17-acre historic site, established in 1928 by the Packard Motor Car Company and now administered by the Packard Motor Car Foundation, a 501c3 organization, features artifacts from automotive to aircraft to boat racing history. And, it showcases buildings

designed by the renowned Architect Albert Kahn, Hooper said.

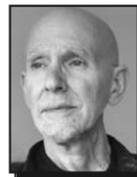
Packard was an American luxury automobile marque built by the Packard Motor Car Company of Detroit. Packard was founded by James Ward Packard, his brother William and their partner, George Lewis Weiss. The first Packard automobiles were produced in 1899, and the last true Packard in 1956, when they built the Packard Predictor, their last concept car.

Packard, during its time, enjoyed a reputation as a luxury automaker.

The presentation, at 49965 Van Dyke in Shelby Township will be held in the historic Repair Garage.

Ticket cost is \$5 or free to Packard Motor Car Foundation members. Reservations by calling 586-739-4800 or by email at packardprovinggrounds@gmail.com.

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China Car Sales Drop

BEIJING (AP) – Chinese auto sales fell for a second month in August, an industry group reported last week, adding to signs of economic malaise amid a worsening tariff battle with Washington.

Sales of SUVs, sedans and minivans in the biggest global auto market contracted by 4.6 percent from a year earlier to 1.8 million units, according to the China Association of Automobile Manufacturers. Total vehicle sales, including trucks and buses, sank 2.1 percent to 2 million units.

Chinese auto demand has cooled as economic growth slows after Beijing tightened controls on bank lending to cool surging debt.

Sales of SUVs, usually the industry's brightest spot, shrank 4.7 percent to 737,000 units. Sedan sales were down 3.4 percent at 901,000.

Total auto sales for the first eight months of the year gained 2.6 percent to 15.2 million.

Sales growth has declined steadily, tumbling from May's 7.9 percent to 2.3 percent in June. Full-year 2017 sales growth was 1.4 percent.

China's mounting tariff fight with U.S. President Donald Trump over its technology policy has added to anxiety, though the economic impact so far is limited.

Weak demand is a setback for global automakers that look to China to drive revenue and are spending heavily to develop models for local tastes.

Beijing imposed 25 percent import duties on U.S.-made autos as part of its retaliation for a similar American increase. But that falls most heavily on BMW AG's imports of SUVs from a South Carolina factory.

American brands produce

most of their vehicles in Chinese factories.

Sales of pure-electric cars rose 31.7 percent from a year ago to 72,000 units. Sales of gasoline-electric hybrids jumped 130.8 percent to 28,000 vehicles.

Beijing is in the midst of a multibillion-dollar campaign to promote electric car development in hopes of creating a profitable new industry.

Automakers are rolling out dozens of electrics but still rely on sales of gasoline-powered models for their profits.

In August, Nissan Motor Co. began production of its first electric sedan designed for China. The Sylphy Zero Emission, based on Nissan's Leaf, is the first of dozens of lower-cost electrics being developed for China.

Trade Questions Delay Volvo Stock Offering

COPENHAGEN, Denmark (AP) – The CEO of Swedish automaker Volvo Cars, owned by China's Geely holding company, says "the timing right now is not optimal" for an initial public offering, citing "an escalating trade war, tariffs and market volatility."

CEO Hakan Samuelsson added in a mail to The Associated Press on Sept. 11 that "an IPO remains an option but there is no fixed timeline."

In May, Geely reportedly hired investment banks to gauge the value of Volvo with a potential listing in sight.

Since 1927, Volvo has been in operation as a Swedish company, but in 2010 it was bought by Geely Holding. Last year, the automaker said its new models as of 2019 would either be fully electric or hybrid-electric.

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Ford Says Company Won't Build Focus in America

WASHINGTON (AP) – Ford won't be moving production of a hatchback wagon to the United States from China – despite President Donald Trump's claim Sept. 9 that his taxes on Chinese imports mean the Focus Active can be built in America.

Citing Trump's new tariffs, Ford on Aug. 31 said it was dropping plans to ship the Focus Active from China to America.

Trump took to Twitter Sept. 9 to declare victory and write: "This is just the beginning. This car can now be BUILT IN THE U.S.A. and Ford will pay no tariffs!"

But in a statement Sunday, Ford said "it would not be profitable to build the Focus Active in the U.S." given forecast yearly sales below 50,000.

For now, that means Ford simply won't sell the vehicle in the United States. Kristin Dzikczek of the Center for Automotive Research said that Ford can make Focuses "in many other plants around the world, so if they decided to continue to sell a Focus variant in the U.S. market, there are several options other than building it in the United States."

In April, Ford announced plans to stop making cars in the United States – except for the iconic Mustang – and to focus on more profitable SUVs. It stopped making Focus sedans at a Wayne, Mich., plant in May. The plan, said industry analyst Ed Kim of AutoPacific, was to pare down the Focus lineup to Active wagons and import them from China.

"Without the tariffs, the business case was pretty solid for that model in the U.S. market," Kim said.

Demand for small cars in the U.S. has been waning for years

with relatively low gasoline prices and a shift from cars to SUVs and trucks.

If Ford sold fewer than 50,000 Focus Active wagons per year, it would run a U.S. factory on only one shift per day, which isn't cost-effective, Dzikczek said. Automakers like to run plants on at least two shifts, and preferably three per day to cover the cost of building and equipping the factory, and to turn a profit.

Ford also wouldn't want to spend millions on equipment to build the Focus Active here because at low sales volumes it wouldn't get a good return on its investment, Dzikczek said.

If sales were high enough to justify production at a U.S. plant, the price of a compact vehicle isn't high enough to cover the difference in wages here, she said.

"The margins are very slim," Dzikczek said. "Even if you had demand and volume, it's still very difficult to build a small car in the U.S. profitably, which is why you find very few of them here."

In China, labor costs for motor vehicle and parts manufacturing are about \$8 per hour including benefits, but it's more than \$52 per hour in the U.S., according to Dzikczek.

Ford, BMW, Mercedes and others export about 250,000 vehicles to China from the U.S. each year, Dzikczek said. Most of them are luxury cars and SUVs with higher profit margins that can cover higher U.S. wages, she said.

For the Focus Active, the tariffs on Chinese vehicles changed everything. The United States on July 6 began imposing a 25 percent tax on \$34 billion in Chinese imports, including motor vehicles.

FCA Truck Aims to Help Country's Farmers

For FCA, part of supporting America's farmers is building trucks for agricultural use, and Ram is celebrating its agricultural bonds with a new edition designed specifically for America's farm families.

The 2018 Ram Chassis Cab Harvest Edition is an agricultural market-specific truck and is visually distinguished by two limited-availability colors: Case IH Red and New Holland Blue (Brilliant Black and Bright White also available), said FCA spokesman Nick Cappa.

"Addressing a direct request from farmers, Ram is the only manufacturer to offer Chassis Cab commercial trucks in colors that match two of the most popular lines of farm equipment in the nation," said Jim Morrison, head of Ram Brand – FCA North America. "The Ram Harvest Edition Chassis Cab delivers high capability and gives farming families a way to show their agricultural brand loyalty."

In August 2017, Ram launched 1500, 2500 and 3500 pickup versions of the Harvest Edition, Cappa said. Case IH and New Holland farm tractors and other agricultural equipment are manufactured by subsidiaries of CNH Industrial. CNH Industrial N.V. shares a common ancestry with Fiat Chrysler Automobiles N.V.

The Harvest Edition will be available across the Ram 3500 (SRW and DRW), 4500 and 5500 (DRW, 60-inch and 80-inch cab-to-axle lengths) Chassis Cab lineup, in all four-door Crew Cab and two-door Regular Cab configurations. Optional powertrains include 4x4 versions of the 6.4-liter Hemi V8 or 6.7-liter Cummins Turbo Diesel.

Harvest Edition Chassis Cab trucks are loaded with functional features that are designed to work, including large front tow



2018 Ram Harvest Edition Chassis Cab

hooks, a transfer-case skid plate, side steps, fog lamps and a rear back-up camera, Cappa said.

The Harvest Edition comes standard with technology farmers are looking for, including an optional 8.4-inch Uconnect 4C touchscreen radio with navigation, 4G Wi-Fi capability, Apple CarPlay and Android Auto, which gives buyers seamless connectivity, fingertip access to smartphone map mirroring, and Sirius Weather with up-to-the minute weather maps and forecasts customizable to any location in the nation.

A large 7-inch reconfigurable cluster allows operators to monitor selected systems, such as filter life, engine hours and operating temperatures, Cappa said. The interior also includes an auto-dimming rearview mirror, leather-wrapped steering wheel, steering-wheel audio controls and power-sliding rear window (Crew Cab).

The Harvest Edition features a premium exterior appearance

packed with chrome highlights, including the grille, side-steps, door handles and mirrors. Polished aluminum wheels enhance all four corners (18-inch on 3500 models, 19.5-inch on 4500 and 5500 models), Cappa said.

The Harvest package also includes body-color (or Bright Silver) wheel flares and upper fascia (3500). In addition to Case Red and New Holland Blue, Harvest Edition Ram trucks are also available in Bright White or Brilliant Black.

Ram Harvest Edition Chassis Cab pricing:

- Ram 3500 MSRP starts at \$43,990;
- Ram 4500 MSRP starts at \$48,140;
- Ram 5500 MSRP starts at \$49,240.

MSRP does not include \$1,695 destination charge.

Ram Harvest Edition trucks were unveiled Sept. 11 at Husker Harvest Days in Grand Island, Neb., and go on sale in the third quarter of 2018.

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2018 Jeep Wrangler Moab Edition

Jeep Debuts Wrangler Moab Based on Sahara Model

In the 1940s, U.S. Army jeeps pounded through the Sahara sands in World War II, aiding the Allied victory.

Today, the Jeep is introducing the 2018 Jeep Wrangler Moab Edition, based on the Wrangler Sahara model and featuring Rubicon hood and steel bumpers with removable end caps, aggressive 32-inch mud-terrain tires, LED headlights and tail lights, a Moab decal on the hood and 17-inch Rubicon wheels painted in Low-Gloss Black.

The Wrangler Moab Edition, a first limited-edition model based on the new Wrangler, honors the storied history the brand shares with the annual Easter Jeep Safari event in Moab, Utah.

The Jeep Wrangler Moab Edition's headlight surrounds, grille throats and tow hooks are also painted Low-Gloss Black. Wrangler Rubicon rock rails are standard on the Wrangler Moab Edition, but Sahara side steps are available at no additional charge. A body-color hard top is standard, but the Dual Top Group or Sky One-Touch power top are also available.

Wrangler Moab Edition is available in nine colors: Granite Crystal, Billet Silver, Punk'n Metallic,

Mojito!, Black, Bright White, Sting Gray, Ocean Blue Metallic and Firecracker Red.

Inside, Wrangler Moab Edition features the Leather Interior Group, which includes leather-trimmed seats and a leather-wrapped dashboard with contrast stitching, and Safety Group, which includes Blind-spot Monitoring and Rear Cross Path detection and ParkView rear back-up camera with dynamic grid lines. Other standard features include Selec-Trac full-time two-speed transfer case, Passive Keyless Entry, Trac-Lok limited-slip rear differential, 8.4-inch Uconnect touchscreen with navigation, a nine-speaker premium Alpine sound system and all-weather slush mats.

Optional equipment available with the Wrangler Moab Edition includes the Cold Weather Group, which features heated front seats and steering wheel and remote start, Trailer Tow and Trail Rail cargo management system. Goyer said to meet consumer demand around the world, all Jeep models sold outside North America are available in both left- and right-hand drive configurations and with gasoline and diesel powertrain options.

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- Bluetooth for Phone!

Stock# J43357

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

24 MONTH LEASE

\$119*

The Best Price... PERIOD!

\$999 Down

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

2018 MALIBU "LT"



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

Stock# J44739

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

24 MONTH LEASE

\$139*

The Best Price... PERIOD!

\$999 Down

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

2018 EQUINOX "LT"



- Color Touch Screen Radio!
- Remote Keyless Entry and Start!
- Power Sunroof!
- Front Heated Seats!
- Dual Zone Climate Control!
- Chrome Pkg. w/Black Bowties!
- Power Liftgate!
- Side Blind and Rear Cross Traffic Alerts!

Stock# J44429

Was \$32,595 Sale Price: **\$23,389***

24 MONTH LEASE

\$149*

The Best Price... PERIOD!

\$999 Down

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

2018 CRUZE "RS"



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

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

24 MONTH LEASE

\$149*

The Best Price... PERIOD!

\$999 Down

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

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



The Best Price... PERIOD!



SHOWROOM HOURS:

- Monday 8:00 AM - 9:00 PM
- Tuesday 8:00 AM - 6:00 PM
- Wednesday 8:00 AM - 6:00 PM
- Thursday 8:00 AM - 9:00 PM
- Friday 8:00 AM - 6:00 PM

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