

Cadillac Betting Big on Brand's New CT4-V, CT5-V Sedans

by Jim Stickford

In a world of SUVs, the Cadillac brand has doubled down on sedans.

Cadillac unveiled its latest ve-

hicles – the sedan CT4-V and the sedan CT5-V – on May 30 in Detroit's Eastern Market.

Ken Morris, GM vice president of Global Product, began the evening by saying that he was

there 15 years ago when the first V-Series Cadillacs were introduced to the public. They were designed to give customers power and performance.

He said that Cadillac's racing

technology has gone in to the development of the V-Series.

"We've scored great wins on the race track this year," Morris said. Cadillac has a strong tradition of transferring racing tech-

nology to consumers. This element makes Cadillac poised to win and lean in the luxury market."

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FCA Formally Proposes Renault Merger

It was not a quiet 2019 Memorial Day weekend for FCA.

The company delivered a non-binding letter to the Board of Groupe Renault proposing a combination of their respective businesses as a 50/50 merger.

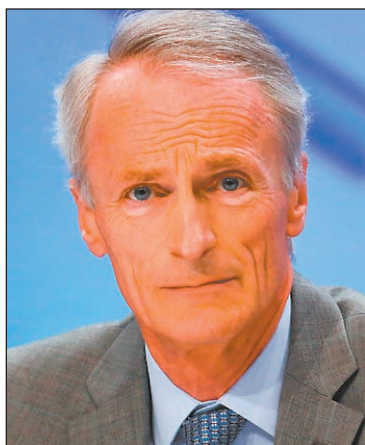
The FCA proposal follows initial operational discussions between the two companies to identify products and geographies where they could collaborate, particularly as they develop and commercialize new technologies, said FCA spokesman Niel Golightly.

These discussions made clear that broader collaboration through a combination would substantially improve capital efficiency and the speed of product development. The case for combination is also strengthened by the need to take bold decisions to capture at scale the opportunities created by the transformation of the auto industry in areas

like connectivity, electrification and autonomous driving.

The proposed combination would create a global automaker, preeminent in terms of revenue, volumes, profitability and technology, benefiting the companies' respective shareholders and stakeholders, Golightly said. The combined business would sell approximately 8.7 million vehicles annually, would be a world leader in EV technologies, premium brands, SUVs, pickup trucks and light commercial vehicles and would have a broader and more balanced global presence than either company on a stand-alone basis, said Golightly.

The benefits of the proposed transaction are not predicated on plant closures, but would be achieved through more capital efficient investment in common global vehicle platforms, architectures, powertrains and technologies.



Jean-Dominique Senard



Mike Manley

FCA has a history of successfully combining OEMs with disparate cultures to create strong leadership teams and organizations dedicated to a single purpose, said Golightly. Therefore, he said, FCA's board strongly believes that this combination,

which would have the scale, expertise and resources to navigate the changing auto industry, would create new opportunities for employees of both companies and for other key stakeholders.

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Management and Labor Ponder Merger Issues

MILAN (AP) – Fiat Chrysler's proposal to merge with French rival Renault has industry executives, analysts and union leaders rushing to figure out how it would reshape the sector worldwide.

A deal would create the third-largest automaker with annual sales of 8.7 million vehicles, behind Volkswagen and Toyota. It would be a bold step in the industry consolidation that many see as necessary in the capital-hungry sector, which Fiat Chrysler Automobiles says would create 5 billion euros (\$5.6 billion) in savings.

While Renault has indicated it is open to talks, the plan faces hurdles and questions, including where savings, and perhaps even job cuts, will come from.

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Autonomous Cars Farther Away Than Expected

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – Self-driving Tesla electric vehicles could be on the road sometime next year under CEO Elon Musk's vision to bring financial success to his upstart company.

But critics have called that vision faulty, saying Musk can't deploy autonomous vehicles safely without Lidar sensors that send out laser light beams to detect objects.

Tesla's system relies on eight cameras, short-range sonar sensors and front-facing radar.

Musk, at an April event to detail his system, called Lidar expensive and unnecessary. Tesla, he said, had developed a high-speed computer and software that would use data and artificial intelligence to safely navigate the roads.

During the presentation, he called Lidar a "fool's errand" and "frigging stupid," mocking most other companies developing autonomous vehicles that use the laser system.

Marta Hall, president of San Jose, Calif.-based Velodyne Lidar Inc., which says it's the largest Lidar maker in the world, answers questions about Tesla's system and Lidar's capabilities. The Q&A has been edited for clarity and length.

Q: How would you respond to Elon Musk's assertion that Lidar isn't needed?

A: I don't think he knows what he's talking about. He doesn't understand how Lidar works to

New Ford Training Center Aiming for Quality

Ford's newly transformed UAW-Ford Technical Training Center (TTC) – designed to provide state-of-the-art technology training to hourly employees from Ford manufacturing plants – was opened for business in late May.

Ford invested \$35 million in the TTC, completely renovating the facility, which is an important move in its efforts to leverage advanced manufacturing and improve operational fitness, said Ford spokeswoman Kelli Felker. The TTC, located in Lincoln Park, is at the heart of training for UAW-Ford skilled trades apprentices, jobs that are critical in assisting Ford's already highly efficient plants perform even better, said Felker.

"We are embracing advanced technologies in all of our manufacturing plants, helping us to become more efficient and produce even higher-quality vehicles for our customers," said Gary Johnson, Ford chief officer, Global

Manufacturing and Labor Affairs. "The UAW-Ford Technical Training Center allows our people to support technologies and equipment critical to keeping our plants running and provides opportunities for hourly employees to use their intelligence, skills and experience to recommend additional improvements."

The UAW and Ford replaced the infrastructure, manufacturing technology and equipment inside the existing building, Felker said. To ensure the technology and training supports Ford's advanced manufacturing vision, he said, responsibility for the TTC falls under the leadership of Ford's Advanced Manufacturing team, which helped identify manufacturing technologies used every day in Ford plants and important for skilled trades training, including 3D printers, collaborative robots, vision systems, drones and much more.

"This investment continues the job growth outlined during



Robinson and Fountaine, apprentices at the Technical Training Center.

2015 bargaining," said Rory Gamble, UAW-Ford vice president. "It is important that we are constantly training our UAW members, not only to operate the new machinery on the line but to keep it up and running. This will help with job security for our

members both now and in the future."

The skilled trades joint apprenticeship program, which is housed at the TTC, dates back to 1941, Felker said. Since that time,

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2020 Chevrolet Silverado TrailBoss

2020 Silverado Technology Keeps Truck in Forefront

The pickup truck market is expanding. According to Web site Trucks.com, pickups counted for 15.3 percent of total retail vehicle sales in 2016 and 16.4 percent in 2017. In 2018, Large Pickup segment sales in the U.S. rose by 2.1 percent to 2,420,162, making it the third-best year on record.

So, to keep ahead in this competitive segment for 2020, Chevrolet makes the strongest, most advanced Silverado even more so

with several new features, said GM spokesman Monte Doran.

These features include the new 10-speed automatic transmission paired with the 5.3L V8 standard on the LT Trail Boss and available on the High Country; the 6.2L V8 offered on Custom Trail Boss, LT Trail Boss and RST trims; and available tech including new trailer features.

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Cooper-Standard Receives Ford Praise for Quality

Novi-based auto supplier Cooper Standard was recognized as a top-performing global supplier at the recent 21st annual Ford World Excellence Awards. The company was presented with a Smart Pillar award by Hau Thai-Tang, Ford chief product development and purchasing officer, and Linda Cash, Ford vice president, quality and new model programs.

"We are honored to receive this award as a tribute to our innovative Fortrex sealing product and for providing the highest levels of customer service," said Jeffrey Edwards, chairman and CEO, Cooper Standard. "We are proud to collaborate with Ford."

"Ford's annual World Excellence Awards recognize our top-performing suppliers for their contributions to our success," said Thai-Tang. "Suppliers like Cooper Standard play an instrumental role in helping us achieve our vision of being the most trusted mobility company."

Honorees were recognized for achieving the highest levels of global excellence in many categories, including quality, sustainability, safe and smart categories for suppliers that demonstrate leadership in Ford's primary brand pillars.

FCA Formally Proposes Merger with Renault

CONTINUED FROM PAGE 1

Under the terms of the proposal, shareholders in each company would receive an equivalent equity stake in the combined company. The combination would be carried out as a merger transaction under a Dutch parent company.

The board of the combined entity would initially be composed of 11 members, with the majority being independent and with equal representation of four members each for both FCA and Groupe Renault, as well as one nominee from Nissan, Golightly said. Further, there would be no carryover of existing double voting rights. However, all shareholders would have the opportunity to earn loyalty voting rights from the completion of the transaction under a loyalty voting program. The parent company would be listed on the Borsa Italiana (Milan), Euronext (Paris) and the New York Stock Exchange.

The benefits flowing from the combination of the two businesses would be shared, 50 percent by current FCA shareholders and 50 percent by current Groupe Renault shareholders. Before the transaction is closed, to mitigate the disparity in equity market values, FCA shareholders would also receive a dividend of €2.5 billion. In addition, prior to closing, there would be a distribution of Comau's shares to FCA's shareholders or an incremental €250 million dividend if the Comau spin-off does not occur.

Combining the businesses will bring together complementary strengths, Golightly said. The combination would create a brand portfolio that would provide full market coverage with a presence in all key segments from luxury/premium brands, such as Maserati and Alfa Romeo, to the strong access brands of Dacia and Lada, and would include the well-known Fiat, Renault, Jeep and Ram brands as well as commercial vehicles.

Groupe Renault has a strong presence across Europe, Russia, Africa and Middle East, while FCA is uniquely positioned in the high margin segments in North America and is a market leader in Latin America, Golightly said.

FCA's evolving capability in autonomous driving, which includes partnerships with Waymo, BMW and Aptiv, is complemented by Groupe Renault's decade of experience in EV technology where it is the highest selling EV OEM in Europe. Groupe Renault also has a well-established and profitable financing business (RCI Banque).

The combination would be highly value accretive for both FCA and Groupe Renault shareholders, delivering in excess of €5 billion of estimated annual run rate synergies, incremental to existing Alliance synergies, Golightly said.

These synergies would arise principally from the convergence of platforms, the consolidation of powertrain and electrification investment and the benefits of scale. FCA estimates based on its experience, that approximately 90 percent of synergies would come from purchasing savings (40 percent), R&D efficiencies (30 percent), and manufacturing and tooling efficiencies (20 percent).

Included in these estimated savings would be the potential to reduce the combined number of vehicle platforms by approximately 20 percent and engine families by approximately 30 percent. The full run rate of estimated synergies is expected to be achieved by the end of year six following closing, with about 80 percent achieved in year four, Golightly said.

Taking into account the impact of the approximately €3-4 billion in cumulative implementation costs, it is estimated that the synergies would be net cash flow neutral in year one and positive from year two onward.

Geographically, based on FCA and Groupe Renault's 2018 global sales, the combined company would be #4 in North America, #2 in EMEA and #1 in Latin America and would have the increased resources necessary to grow its footprint in the APAC region. On a simple aggregated basis of 2018 results, the combined company's annual revenues would be nearly €170 billion with operating profit of more than €10 billion and net profit of more than €8 billion.

While the proposal focuses on a combination of FCA and Groupe Renault, FCA looks forward – as part of a combined enterprise with Groupe Renault – to working with Groupe Renault's Alliance partner companies on

ways to create additional value for all Alliance members, Golightly said.

FCA recognizes the standing and achievements of Groupe Renault's partners and sees significant expected benefits to all parties from the expanded partnership. The FCA and Groupe Renault combination together with its Nissan and Mitsubishi partners would be the largest global OEM alliance, selling more than 15 million vehicles annually.

The additional synergies stemming from the merger of FCA and Groupe Renault that are expected to accrue to Nissan and Mitsubishi purely as members of the Alliance are estimated to be worth an incremental €1 billion annually.

This proposal offers the opportunity to create the #3 global automotive company with broad, complementary and strong brand and geographic presence and important strengths in transforming technologies, Golightly said.



FCA's proposed merger would create a giant world-wide auto company.

FCA-Renault Deal Comes with Difficulties

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Here's a look at the proposed deal. Fiat Chrysler made public its plan on May 27, and is awaiting a response from Renault. The Renault board met May 27 to discuss what they termed "a friendly offer." The French government holds a 15 percent stake in Renault, and will have a say in the outcome.

Renault's board will hold a new meeting early next week to decide on whether to say yes or no to the proposal. A "yes" would open the way for a non-binding memorandum of understanding to open exclusive merger negotiations with Fiat Chrysler. The ensuing process would involve consultations with unions, the government, antitrust authorities in all relevant jurisdictions, as well as other regulators. It would take about a year.

One particular impact a deal could have is on Renault's exist-

ing alliance with Japanese partners Nissan and Mitsubishi.

Questions over the future of that alliance have grown since the criminal investigation into the former head of Renault and Nissan, Carlos Ghosn, who denies wrongdoing. Ghosn intended to merge the two, but industry analyst Ferdinand Dudenhofer says the deal had little appeal for the Japanese. He noted that Renault's sales represented just 36 percent of alliance sales – and the Japanese didn't want to see the French carmaker drive a merger with those numbers.

It is unclear whether they would be amenable to a bigger tie-up, adding Fiat Chrysler to the mix.

Renault Chairman Jean-Dominique Senard was in Tokyo last week for a monthly meeting of Renault-Nissan-Mitsubishi management, where he discussed the merger proposal with his Japanese partners. The French Union CGT union has warned that the biggest risk of the proposed

merger between Renault and Fiat Chrysler is "to declare war on Nissan-Mitsubishi," due to their resistance to full mergers.

The deal makes a lot of sense strategically: Renault is strong in Europe, Fiat Chrysler in North America; Renault's focus is passenger cars and Fiat Chrysler's is in SUVs and big trucks, while it works to boost its Italian luxury marques Maserati and Alfa Romeo.

Renault, critically, has electric and hybrid technology that Fiat Chrysler lacks. Through Nissan-Mitsubishi, a foothold in Asia, where Fiat has struggled, would give an expanded alliance even stronger appeal for Fiat.

And both automakers need to make serious investments to develop new driving technologies, like autonomous driving.

Fiat Chrysler can flaunt the fact that it has done well merging its Italian and American sides over the past decade.

Fiat's late CEO Sergio Marchionne, a master dealmaker, sealed an agreement with U.S. officials in 2009 to take over bankrupt Chrysler in exchange for small-car technology and managerial expertise.

The deal secured Fiat's survival, with Chrysler now the carmaker's big cash machine on the strength of Jeeps, SUVs and Ram trucks. Marchionne died unexpectedly last July, and his successor, CEO Mike Manley, who long worked alongside Marchionne for years, has taken up the deal-making mantle along with Chairman John Elkann, heir to the Fiat's Agnelli family.

Jobs could be one of the biggest hurdles. The French government says that any deal needs to protect all French jobs and factories, and preserve Renault's existing alliance with Nissan and Mitsubishi. Italy does not hold the same sway over FCA, but Deputy Premier Matteo Salvini likewise says any deal must preserve Italian jobs.



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NOW ACCEPTING NEW PATIENTS!!



Kotarak shows off the new CT4-V model at its debut in Detroit.



The bold color of this CT5-V is meant to attract Gen X customers.

Dataspeed Gets Partner to Grow in Europe

Dataspeed Inc., a Rochester Hills-based drive-by-wire provider and autonomous vehicle (AV) solution integrator, has partnered with the British firm Level Five Supplies to support its sales, marketing, and engineering services in Europe.

This partnership will allow for enhanced service and access to Dataspeed's advanced by-wire product offering for researchers and developers in the European market, said Dataspeed spokeswoman Heidi Bodell.

Drive-by-wire is a key enabling technology in autonomous vehicles, allowing computers to direct electronic messages into vehicle systems to control throttle, braking, and steering, among other key processes, Bodell said. Dataspeed's systems, already well established in deployed autonomous research and development projects in the U.S. and Europe, are used in Level Five's own domestic UK market by organizations, Bodell said.

"The partnership was driven by Level Five's growing visibility in the industry," said Paul Fleck, founder and CEO of Dataspeed. "The UK market is important for us; it's the most active in the autonomous field in Europe. Working with a partner in whom we have confidence and a history of a successful working relationship makes perfect sense to increase our presence there."

Cadillac Doubles Down on Sedans to Expand the Brand

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Morris said that Cadillac is in the midst of a revolution and is launching new vehicles every six months. He noted that 2018 was the best year for Cadillac sales ever and that its latest vehicles are the tip of the spear in terms of GM creating new technology and innovating.

"We are on a dual path," Morris said. "Our current lineup provides luxury and performance while we are also developing the technology that will take GM into the future. It's about the quest for the ultimate exceptional driving experience."

Brandon Vivian, Cadillac executive chief engineer, said the CT4-V and the CT5-V were designed to provide both elegance and performance. To do that Cadillac realigned its sedan portfolio, with models are competitively priced for their segments.

"The goal is to bring more people to the V-Series family," Vivian said. "While we developed these

sedans to be able to perform, it's the small design details like the mesh grille that is also aerodynamic that show how design, engineering and manufacturing have come together in a successful collaboration."

Rob Kotarak, chief engineer for the CT4-V, said they have come together for the perfect balance of smooth ride, luxury and performance.

"We spent a lot of time talking with our V-Series customers during the design and engineering process," Kotarak said. "We were told that the latest series didn't provide the smoothness of ride that previous iterations did. We wanted to keep that balance of smoothness, luxury and performance so we specifically focused on engineering vehicles that address the balance of ride and comfort, while having the handling that customers want. We also wanted to build cars that will operate just as well five or 10 years in the future as they do new."

Kotarak said it was no accident

that the CT4-V that was unveiled was blue and that CT5-V that was unveiled was metallic orange.

"These are bold colors for a Cadillac and they are aimed at attracting the eye of Gen X consumers," Kotarak said. "We want these Cadillacs to have a presence that will expand globally. We believe these sedans will be the entry point for the younger generation in the luxury market."

Kotarak said that Cadillac has found that younger buyers may not want all the cost and content of the expensive SUVs, so sedans are perfect to get them into the luxury market at a lower price point and the content they need at that point in their lives.

Highlights for the CT5-V include the first-ever CT5-V that builds on the precision-focused details of the new luxury sedan introduced earlier this year to offer elevated road performance and an engaging driving experience, Morris said.

It is powered by Cadillac's high-output 3.0L Twin Turbo V6

engine, which uses low-inertia turbochargers to enhance power production across the rpm band. It is rated at a Cadillac-estimated 355 horsepower, pending SAE certification.

The CT4-V was developed for a new generation of sedan customers, the first-ever CT4 blends nimble handling and Cadillac's signature technology, Morris said. The CT4-V takes these traits further, infusing the brand's racing DNA for a dynamic, responsive and exhilarating driving experience.

The CT4-V is powered by Cadillac's high-output 2.7L Turbo engine featuring a unique three-step sliding camshaft that helps optimize performance at all speeds. It is rated at a Cadillac-estimated 320 horsepower pending SAE certification.

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Cadillac's V-Series' Storied History Dates Back 15 Years

A lot of things have changed in the auto industry in the last decade-and-a-half, but something that has remained consistent is Cadillac's desire to build luxury vehicles that provide excellent performance, said GM President Mark Reuss.

Cadillac took a momentous leap by debuting the V-Series 15 years ago, "establishing a legacy of refined athleticism conveyed through a succession of acclaimed, distinctive and luxurious American performance sedans," said Reuss.

In a bold move for a brand that was still establishing its performance street cred, the preview for the inaugural 2004 CTS-V was held at Germany's famed Nürburgring race course, Reuss said. It was a first for Cadillac, but the CTS-V was a Cadillac like no other, he said. It was the most powerful car the brand had ever produced at 400 horsepower and was offered only with a manual transmission.

"From the very beginning, Cadillac's V-Series represented the ultimate expression of our design, technology and performance," said Reuss. "It introduced an entirely new breed of performance-minded customers to Cadillac showrooms and helped transform the brand's traditional image into one with different facets for customers' varying driving tastes."

The V-Series family tree grew to include five vehicle platforms: CTS, XLR, STS, ATS and CT6, with more planned. Including today's CT6-V, each offered a unique expression of performance and shared a heritage of racing-bred aesthetics and technologically advanced driving dynamics, said Reuss.

"V-Series is a philosophy as much as the unique components comprising each variant," said Brandon Vivian, Cadillac executive chief engineer. "That means the various V-Series models offer

distinctive driving experiences, but always distilled through Cadillac's unique perspective on spirited performance."

The scope of what Cadillac could offer evolved from the original V-Series lineup into today's strategy, where design and performance distinctions are tailored for customers' preferences for traditional luxury or sport-oriented looks, said Vivian, noting that the V-Series is intended for sport-minded customers, offering enhanced performance capability.

The first CTS-V, a V-Series Timeline 2004, (first generation) set many precedents as the first project developed by General Motors' special vehicle performance team, established in 2002 under the direction of Ken Morris. A 5.7L V8 rated at 400 horsepower (and later a 6.0L V8) helped deliver 0-60 times of about 4.6 seconds, while the CTS-V's Nürburgring-honed handling elicited words such as "superb" from the press, said Vivian. The CTS-V also established a performance design aesthetic that continues with today's models, including mesh grilles and darkened exterior trim.

In 2006, the XLR-V – the V-Series version of Cadillac's two-seat grand tourer – was one of the most powerful cars of its day, said Vivian, thanks to a supercharged V8 rated at 443 hp that established the legacy of forced induction – whether by supercharging or turbocharging – employed on every V-Series model that followed. The XLR-V was produced through 2009.

Also in 2006, the STS-V was based on a stretched and widened version of the solid architecture that underpinned the CTS-V. The STS-V's notable features included staggered 18-inch front and 19-inch rear wheels, Performance Algorithm Shifting and ZF Servotronic II steering – one of the brand's first applica-

tions of electric power steering. Power came from a 469-hp version of the supercharged V8 found in the XLR-V. Like the XLR-V, the STS-V was produced through 2009.

In 2009, building on the success of its predecessor, said Vivian, the second-gen CTS-V upped the performance ante with an all-new supercharged V8 engine rated at 556 hp, which enabled a nearly 200-mph top speed on a test track. It was also the first to include Cadillac's Magnetic Ride Control adaptive damping suspension, which has since appeared on every V-Series model. Countless test laps were run around the Nürburgring, with one of them clicked off in less than 8 minutes on the 12-mile-long Nordschleife (North Loop) – a record at the time for a V8-powered sedan on production street tires.

In 2011, Cadillac introduced the CTS-V Coupe and Wagon. As dynamic in styling as performance, said Vivian, the CTS-V

Coupe and Wagon variants have already achieved cult status among performance aficionados. Each featured the same supercharged V8 and track-tuned chassis as the sedan. The CTS-V wagon's rarity – only 1,764 produced over a four-year run – makes it particularly sought-after today, he said.

In 2016, the third iteration of the CTS-V was a decidedly more track-focused performer. Its handling prowess was enhanced by the four-mode Performance Traction Management system, which allowed the driving experience to be tailored to different conditions, including a race track, said Vivian. Power came from a supercharged and direct-injected V8 rated at 640 hp, making it the most powerful Cadillac ever with a top track speed of more than 200 mph.

Also in 2016, the ATS-V Coupe and Sedan were the first V-Series to employ turbocharging, and like the third-generation CTS-V, each leveraged electronically

controlled technologies including an electronic limited slip rear differential to support true track capability. The 464-hp turbocharged V6 offered a distinctive performance experience and added depth and breadth to the V-Series lineup, said Vivian. Capabilities included 0-60 times of fewer than 4 seconds and a top track speed of nearly 190 mph.

Finally, in 2019, the CT6-V sedan returns the V-Series to its grand touring roots, while advancing its performance technology legacy with an all-new Blackwing 4.2L twin-turbocharged V8 rated at a Cadillac-estimated 550 horsepower, said Vivian. Effortless street and canyon road performance, he said, is the focus for CT6-V, delivered through its responsive, AWD-enabled handling and driver-focused technologies echoing the V-Series' 15-year performance legacy. The CT6-V signals a further expansion and elevation of things to come for V-Series, including the expansion of AWD capability.



CTS-V Coupes from 2011-2015 [left], CTS-V Wagon 2011-2014 [middle], CTS-V Sedan 2009-2014 [right].

Whitmer Seeking Mobility Display At Auto Show

MACKINAC ISLAND, Mich. (AP) – Gov. Gretchen Whitmer and other state officials have issued a "mobility challenge" designed to attract new automotive technology for display and use during the 2020 North American International Auto Show.

The \$5 million initiative was announced May 29 at the Detroit Regional Chamber's Mackinac Policy Conference.

Whitmer says Michigan must keep an eye on building "smart infrastructure" because the "future is nearer than we think."

The idea is to showcase Michigan's autonomous vehicle technology at the auto show, not only at the Cobo Center but by providing innovative transportation options for travel between the show and the airport, hotels and restaurants. A request for proposals was released May 29.

GM Fort Wayne Site Gets Cash

ROANOKE, Ind. (AP) – GM plans to invest \$24 million at its Fort Wayne Assembly plant in northeastern Indiana to boost production of full-size trucks.

The automaker said May 30 the new round of upgrades being completed this summer will allow the plant to increase production of the Chevrolet Silverado 1500 and GMC Sierra 1500 pickups, especially the crew cab models with two rows of seats.

GM says combined sales of the Silverado 1500 and Sierra 1500 crew cab pickups were up 20 percent in the first quarter.

Ford Pays Homage to Le Mans with Celebration Liveries

Ford has revealed a special series of "Celebration Liveries" for the Ford Chip Ganassi Racing Ford GTs ahead of the 2019 Le Mans 24 Hours. Each of the four factory Ford GTs will bear a livery (team color design) that celebrates the success of the manufacturer at Le Mans, both in the present day and during the 1960s.

The 2019 Le Mans 24 Hours is the final Le Mans for the current factory Ford GT programme, marking the close of another great chapter at Le Mans for the factory Fords.

"In 2016, Ford returned to Le Mans to mark the 50th anniversary of our incredible 1966 win and we celebrated in the best way possible by winning the race," said Bill Ford, executive chairman, Ford Motor Company. "To stand on that podium on behalf of the employees was a proud moment for me and I look forward returning to Le Mans this year to support the team as we approach our final race in this chapter."

When the four factory Ford GTs arrive at the famous La Sarthe Circuit at Le Mans later today, they will be seen for the very first time in the new liveries, each of which has a special meaning. They will also be joined by a fifth Ford GT, racing in the GTE Am class with Keating Motorsports.

The #66 Ford GT raced by Stefan Mücke (GER), Olivier Pla (FRA) and Billy Johnson (USA) has a black livery that echoes that of the Ford GT40 of Bruce McLaren and Chris Amon that won Le Mans in 1966.

The Ford GT40 that Dan Gurney and A.J. Foyt drove to victo-

ry at Le Mans in 1967 is remembered in the new livery of the #67 Ford GT raced by Andy Priaulx (GB), Harry Tincknell (GB) and Jonathan Bomarito (USA).

The #68 Ford GT is Ford's most recent Le Mans winner, taking the chequered flag first in the 2016 race. Dirk Müller (GER), Joey Hand (USA) and Sébastien Bourdais (FRA) will race in the same colours as when it won Le Mans in 2016.

The #69 Ford GT of Scott Dixon (NZ), Ryan Briscoe (AUS) and Richard Westbrook (GB) takes its design cues from the Ford GT40 that came second in Ford's glorious 1-2-3 finish at Le Mans in 1966.

The #85 Ford GT will be raced in the GTE Am class by customer team, Keating Motorsports. The team is using the same livery design as the four factory Fords but using the striking colours of its title sponsor, Wynn's. The driver line-up for the #85 Ford GT is Ben Keating (US), Jeroen Bleekemolen (NETH) and Felipe Fraga (BRA).

"The Ford GT was created to take Ford back to the world of GT endurance racing," said Mark Rushbrook, global director, Ford Performance Motorsports. "This factory Ford GT programme has been a great success for our brand and we have enjoyed the

many challenges that have come our way during this four-year programme. Le Mans is not quite the end of the factory programme as we still have many more IMSA WeatherTech Sports-Car Championship races to go in 2019."

The Ford GTs will be on track in their new celebration liveries this Sunday (June 2) for the Official Le Mans Test.

Fans will still be able to follow the famed 24-hour race on June 15-16 from inside the cockpit of the factory Ford GTs as Ford's popular Le Mans Livestream will return for its fourth consecutive year.



Ford is paying homage to the company's history at the Le Mans race with these Celebration Livery colors.

Ford Starts Fixing Masonry at Train Station

Ford's rebuilding of the Grand Central Train Station in Detroit is moving along down the tracks.

The second phase of construction at Michigan Central Station is underway, including restoring eight acres of masonry and repairing the steel structure of the historic Beaux-Arts building, said Ford spokeswoman Christina Twelftree. The masonry repairs are the most labor and time intensive part of the restoration project and will continue into 2021.

Scaffolding will be erected around the 15-floor tower, beginning this month, followed by the Grand Lobby in the fall. Workers will spend the next two to three years removing bricks to fix the steel framework that sits behind, then cleaning, repointing and replacing the damaged terracotta, limestone and brick that make up the station's exterior.

Ford began the three-phase renovation project in December as part of its plan to make Michigan Central Station the centerpiece of a new innovation hub in Corktown that will bring together employees and other partners, entrepreneurs and businesses to shape the future of mobility, Twelftree said.

The first phase of construction involved winterizing, drying out and securing the 640,000-square-foot train station to begin reversing 30 years of extensive water damage and decay. Workers installed temporary roofing and plumbing systems; to date, they have removed 227,000 gallons of water from the building. The building will continue to dry out naturally over the next few years,

with temporary heating added in the fall to help the process.

"We've made huge strides in the first 6-months of construction thanks to the multiple contractors and teams onsite who are working together to get the job done correctly and safely," said Richard Bardelli, Ford's construction manager for the project. "Their hard work and collaboration is making a complicated job a whole lot easier."

With most of the winterization and stabilization work completed, the construction team is ready to start fixing the steel structure and repairing the extensive masonry on the tower, waiting room and concourse.

The band of steel around the top of the 240-foot-tall structure will also go under inspection. Workers will remove 1,200 feet of cornice, a decorative molding around the top edge of the building, to examine the steel behind it and make repairs. Terracotta cornices will be replaced and 106,000 square feet of roof structure repairs will be completed in this second phase of construction.

Additionally, 1,184 tower windows will be restored to preserve the station's historic appearance, Twelftree said.

In addition to the exterior work, masonry repairs inside the building will focus on the Guastavino tile vaulted ceiling in the former waiting room.

One of the train station's most impressive features, it is made up of 22,000 square feet of clay tiles covering three self-supporting arches, Bardelli said.

"Despite having had no roof for



Ford started the second phase of construction at Michigan Central.

decades, the Guastavino ceiling is in surprisingly good shape which is testament to its superior craftsmanship," said Bardelli. "We installed a temporary roof to protect the arches from further deterioration and we will now be working to install a new copper roof."

Ford plans to clean all of the restorable Guastavino tiles and replace others. The company has already made an initial order of 5,000 tiles from one of the few manufacturers capable of replicating this important feature. Interior scaffolding will go up early next year to make the repair work possible.

Other artisan work in the former waiting room, concourse

and arcade will be taken down and restored or replicated. This includes extensive plaster work and ornamental pieces that decorated the walls and marble columns that were removed during the building's abandonment.

Original drawings and blueprints will be used to make molds to replicate the decorative pieces.

The construction team is working with Ford's advanced engineering team to explore 3D modeling to replicate unique plaster ornamentation.

The final phase of construction will entail finishing and restoring the interior to get it ready for tenants in 2022 when the station opens to the public once again.

Ford Training Center Aims For Quality

CONTINUED FROM PAGE 1

nearly 30,000 journeypersons have graduated from the program. The UAW-Ford Joint Apprenticeship Program takes between three and four years to complete.

After passing several required courses for entry, acceptance to the Joint Apprenticeship Program is based on employee interest, a measure of employee performance history and their seniority. Once an apprentice is accepted, they must complete a minimum of 576 classroom hours, a minimum of 8,000 shop hours, plus several assessment exams. Employees are paid for their time in the classroom as well as in the plant.

"Before entering this program, I worked as an assembler at Cleveland Engine Plant," said Ventura Robinson, apprentice at the TTC. "This apprenticeship will give me the opportunity to work as a millwright after graduation. My mom and I work together at the plant, and I knew that the opportunity was so good that I told my mom about it. Now she's training to become a skilled tradesperson and is as excited as I am about the future."

Robinson and her mother, Michelle Fontaine, began their apprenticeship work last fall, Felker said.

Eaton Employees Donate

Charity begins at home and power management company Eaton employees from its Vehicle Group campus in Southfield recently partnered with Rebuilding Together Southeast Michigan (RTSEM) as part of the National Day of Caring to make repairs and renovations at a local animal shelter.

More than 40 employees donated approximately 300 labor hours to improve Almost Home Animal Rescue on May 15-16. Eaton also donated \$1,000, 400 pounds of dog and cat food and other pet supplies to the organization. This is the 11th consecutive year Eaton Southfield volunteers dedicated their time and effort to improving the local community, said Eaton spokesman Thomas Nellenbach.

Eaton volunteers performed a wide variety of tasks at the shelter, including planting and trimming trees; repairing kennels; installing windscreen and tarps in the kennel area; regrading side and rear yard gate entry areas; planting flower beds; cleaning up debris; repairing loose and broken steps, risers and ramps on the agility course; and painting signage, exterior doors, trash bins and picnic tables.

"Eaton is proud to have part-

nered with RTSEM and the City of Southfield to rehabilitate the community for more than a decade," said Darlene Oleksik, manager of Marketing Communications in Eaton's Vehicle Group. "Our employees are passionate about our philosophy of giving back to the places in which we work and live."

Since Eaton began partnering with RTSEM in 2008, the company has rehabilitated numerous homes and community sites around Southfield, enabled a city block rehabilitation in Pontiac and funded a year-round home repair program, Nellenbach said.

"Rebuilding Together Southeast Michigan is thankful for our partnership with Eaton Corporation over the years, which has enabled us to make a significant investment within the City of Southfield through their army of volunteers and funding," said Halie Black, executive director of RTSEM.

"Eaton's contributions not only assist us in serving the community by revitalizing parks, nonprofits and homes, but also allow our organization to provide year-round service to the community and grow beyond Oakland County to Southeast Michigan."

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2020 Silverado Using Tech to Stay on Top

CONTINUED FROM PAGE 1

"In today's truck market, customers continually demand more features, more technology and more capability," said Tim Herrick, executive chief engineer of Full-Size Trucks. "For 2020, we are delivering more in each of these areas. As a result, the Silverado now offers customers the most towing capability of any light-duty pickup and the most affordable light-duty truck with more than 400 horsepower."

For 2020, more than half of Silverado trim levels will be available with the 6.2L V8 with an SAE-certified 420 hp and 460 lb.-ft. of torque, paired with a 10-speed automatic transmission.

For the Custom Trail Boss and the LT Trail Boss, that power is paired with a 2-inch factory suspension lift and the Z71 Off Road Package with a locking rear differential, skid plates, Rancho mono-tube off-road shocks, 18-inch wheels and Goodyear Duratrac off-road tires.

The Custom Trail Boss with the 6.2L V8 starts at \$43,865 including destination fee, making it the most affordable light-duty truck with more than 400 horsepower on the market, said Doran.

"The Trail Boss models are already some of the most popular in the Silverado franchise," said Sandor Pizar, director of Chevrolet Truck Marketing. "Adding the available 6.2L V8 will ratchet that excitement up even further. Starting under \$44,000 for the Custom Trail Boss, Chevrolet offers enthusiasts an affordable truck with serious performance on and off road."

Also new for 2020, the 6.2L V8 is available on Silverado RST models equipped with four-wheel drive. As a result, the maximum towing capacity of the Silverado is increased to a class-

leading 13,400 pounds when properly equipped, said Pizar.

For those wanting even more performance, the Silverado 6.2L is available with a Performance Upgrade Package that adds a performance air intake and cat-back performance exhaust system, raising output to 435 horsepower and 469 lb.-ft. of torque.

For 2020, Silverado will be available with a new 3.0L Duramax turbo-diesel engine dedicated to efficiency and refinement, Pizar said. Available on LT, RST, LTZ and High Country models, the 3.0L Duramax diesel is best in its diesel segment, he said, for horsepower and torque with an SAE-certified 277 horsepower and 460 lb.-ft., with 95 percent torque arriving at just 1,250 rpm and peak torque arriving at only 1,500 rpm and sustained to 3,000 rpm.

Chevrolet engineers started with a clean-sheet design and developed a new engine that leverages the efficiency and refine-

ment advantages of the inline-six-cylinder architecture and builds in advanced combustion and emissions technologies to optimize performance and efficiency, Doran said.

Chevy's 5.3L V8 with Dynamic Fuel Management is now available with the 10-speed automatic transmission on certain Silverado trims.

This new engine-transmission combination comes standard on the LT Trail Boss and is available on the High Country trim.

Pairing the 5.3L V8 with the 10-speed automatic offers a satisfying driving experience, said Doran.

Closer gear ratios and an overall larger ratio spread enable peak efficiency and a smarter, smoother shift pattern, Doran said.

The 2020 Silverado Custom will now be available with Chevy's advanced 2.7L Turbo, paired with an eight-speed automatic transmission.



2020 Chevrolet Silverado TrailBoss

AI-Driven Cars Not Coming As Soon as People Think

CONTINUED FROM PAGE 1

make driving more safe. I don't think when he talks about autonomy it's truly autonomous.

I think what he's talking about are advanced features that are kind of cool but they're not fully autonomous and they're not fully safe as he describes them. He's had leeway because Elon has a loud voice and so people listen to him.

But in this case, when he's talking about Lidar, it doesn't seem that he knows the science that's in the instrument, and he thinks he can drive a car autonomously with just cameras and radar, which is dangerous.

Q: What does Lidar offer that a camera and radar don't?

A: Lidar is 3-D vision, and cameras and radar are two-dimensional. Lidar can see at night when camera vision is very poor. The majority of accidents happen at night.

Q: What's so dangerous about Musk saying he has full self-driving without Lidar?

A: Customers will buy his car, and they will take a nap in the car. Cameras fall short because of optical illusions, just like the human eye can be fooled. Lidar can't be fooled in the same way. Lidar sees in measurements.

So it sends out light beams, and the beams come back and it actually measures distance. Cameras, on the other hand, have to make assumptions about how far away objects and other cars and all those things are. So if you want to avoid accidents, which would you rather rely on, assumptions or math and measurements? Lidar has eyes that are better than a human eye.

Q: Musk could say you're just trying to sell your product.

A: It's more than that because none of the other car companies wants there to be more accidents

on the road. When he's promoting a core system, a cheap camera and radar system as fully autonomous, then he's making the others look stupid. Worse than that, he's fooling customers who could actually put themselves in danger.

It's shocking because Elon is such a forward thinker, but when it comes to Lidar he's old-fashioned. He's out of step and he doesn't believe in 3D vision.

Q: Why would he not go with Lidar then?

A: The reason he has held out is because of the cost. At least he's justified it because cameras and radar are less expensive than Lidar. But Lidar cost is coming down and with mass production next year, the cost of a full system is going to be equivalent or even less compared to his system.

His system relies on a huge volume of computational power that's needed to process the camera data. Whereas Lidar data is computer friendly, camera data is not. And it takes a lot of processing to understand distances and trajectories. So his method is power gobbling. Yes, I'm selling Lidar, but I also care about public safety.

Q: What does a base level Lidar system cost?

A: We sell one for \$3,500.
Q: Waymo, GM Cruise, Ford's Argo AI, Intel and others all use Lidar. It pretty much is accepted by the rest of the business that Lidar is necessary and you need redundant long-range sensors 360 degrees.

A: We believe in redundancy also. Especially if you go fast speeds.

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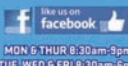

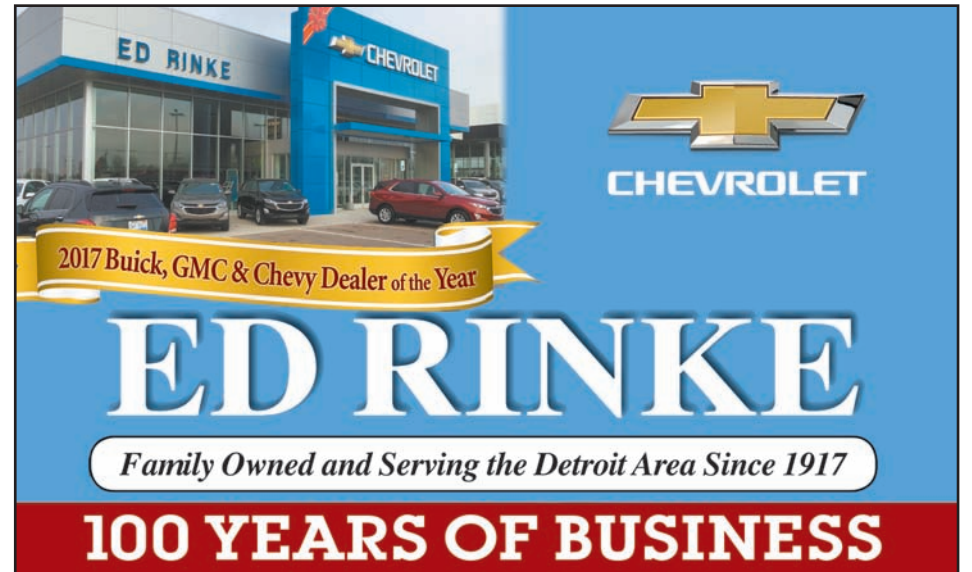
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