



Barra talks with Fort Wayne Assembly employees about upgrades.

GM Investing in Fort Wayne Plant to Meet Pickup Needs

The growing demand for pickup trucks is good news for GM employees at the automaker's Fort Wayne facilities.

General Motors Co. is making a new round of upgrades to its Fort Wayne (Ind.) Assembly plant to further increase production of the new Chevrolet Silverado 1500 and GMC Sierra 1500 pickups – especially crew cab models, said GM spokesman Dan Flores.

GM CEO Mary Barra made the announcement on May 30 at Fort Wayne Assembly.

"We are building Chevrolet and

GMC crew cab pickups at record volume and mix levels to meet customer demand and the \$24 million investment will allow us to build even more," said Barra.

"The team here at Fort Wayne has done an outstanding job helping us satisfy customers throughout this launch. Our product ramp-up was very smooth and the quality has been exceptional. Crew cab sales have been very strong, and we are expanding customer choice with

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FCA Rescinds Merger Offer

PARIS (AP) – Fiat Chrysler abruptly withdrew an offer to merge with French automaker Renault June 5, a shocking reversal of a deal that could have reshaped the global auto industry.

The Italian-American automaker blamed its move on France's government, saying that the country's political climate would stop the tie-up from being successful. The government owns 15 percent of Renault and would have had to approve the merger.

"It has become clear that the political conditions in France do not currently exist for such a combination to proceed successfully," Fiat Chrysler said in a statement. "FCA will continue to deliver on its commitments through the implementation of its independent strategy."

Officials on each side blamed the other for making demands that caused the deal to fall apart with little hope of revival. The moves came on a tumultuous day in which FCA and the government reached a tentative deal on merger terms but it was scuttled later as Groupe Renault's board met for six hours outside of Paris. The board postponed any action on the merger at the government's request, Renault said.

Fiat Chrysler proposed the 50-50 merger in late May, saying it would save more than \$5.62 bil-

lion per year in purchasing expenses and costs developing autonomous and electric vehicles. The combined company would have produced some 8.7 million vehicles a year, more than General Motors and trailing only Volkswagen and Toyota. The merger would have created the world's third-largest automaker worth almost \$40 billion.

"It has become clear that the political conditions in France do not currently exist for such a combination to proceed successfully."

– FCA

Nissan, which has a longtime alliance with Renault, expressed reservations about the deal. But if it had gone along, it would have created the world's biggest auto company.

Most analysts praised the combination, saying each side

br0ught strengths that covered up the other's weaknesses. Now, the two companies apparently must find a new way to address any shortcomings at a time when the auto industry is in the midst of a global sales slowdown and facing enormous expenses to develop future technologies.

"FCA clearly saw too many obstacles, primarily Nissan's reluctance," said *Kelley Blue Book* Executive Publisher Karl Brauer. "Given the longstanding relationship between Renault and Nissan, it's hard to imagine the merger working without Nissan's full support."

The scuttled deal won't stop consolidation talks from continuing in the auto industry, Brauer said.

A person with ties to Fiat Chrysler said the talks were going great until the government got involved, continuing to push job security and other demands even after the initial deal was reached. The person didn't want to be identified because details were not included in the company's official statement. The person said Renault and its alliance partners Nissan and Mitsubishi, were "all in" on the deal.

But a French government official gave a different take, saying

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HELLA Steps Up To Meet Clean Air Standards

HELLA, a lighting and electronics auto supplier with its North American headquarters in Plymouth, is driving forward the topics of energy efficiency and electrification and supporting customers on their path to electromobility.

As a subsystem supplier, the company develops and manufactures products that support all stages of automotive electrification, said HELLA spokesman Markus Richter.

With the new Dual Voltage Battery Management System and PowerPack 48 Volt products, the company is now one of the first on the market to offer innovative battery module solutions for mild hybrid vehicles, Richter said. The new solutions enable savings of 5 to 6 grams of CO2 per kilometer and thus help to achieve CO2 targets in the short term.

Starting in 2020, newly registered vehicles in the European Union will not be allowed to exceed 95 grams of CO2 per kilometer.

"However, the internal combustion engine will not disappear overnight. In order to achieve the specified limit values, the vehicles must be electrified," said Björn Twiehaus, head of Product Center Energy Management and member of the Executive Board of the Electronics business division at HELLA.

To meet the new standards, HELLA has developed the Dual Voltage Battery Management System for the compact and mid-range class. The system allows

Recycled Water Bottles Help Ford Make Green Vehicles

When you recycle plastic bottles, do you ever stop and think about where that plastic ends up?

One answer: Ford vehicles, said Ford spokesman John Cangany.

Ford Motor Company is helping to play a major role in promoting environmentally friendly auto parts, and one way they're doing that is by using recycled plastic bottles for underbody shields on all cars and SUVs, and wheel liners on F-Series trucks, said Thomas Sweder, a Ford design engineer.

"The underbody shield is a large part, and for a part that big, if we use solid plastic, it would likely weigh three times as much," said Sweder.

"We look for the most durable and highest performing materials to work with to make our parts, and in this case, we are also creating many environmental benefits."

In the past decade, aerodynamics has driven the need for underbody shields, and the use

of plastics in vehicle parts is used globally, and has grown exponentially – Ford uses about 1.2 billion recycled plastic bottles a year – about 250 bottles per vehicle on average, Cangany said.

Here's how it works: when plastic bottles are thrown into a recycling bin, they are collected with thousands of others, and shredded into small pieces. That's typically sold to suppliers who turn it into a fiber, by melting the bottle and extruding it.

Those fibers are mixed together with other various types of fiber in a textile process and used to make a sheet of material – which is formed into the automotive parts.

Due to its light weight, recycled plastic is ideal for the manufacture of underbody shields, engine under shield and front and rear wheel arch liners that can help improve vehicle aerodynamics. These shields also help create a significantly quieter environment on the new 2020 Ford Escape.



This bottle will be recycled and turned into part of a new Ford vehicle.

Environmentally, using recycled plastics on vehicle parts helps reduce the amount of plastic that can end up in dangerous situations, such as a floating mass of plastic bigger than the size of Mexico in the Pacific Ocean, Cangany said.

"Ford is among the leaders

when it comes to using recycled materials such as this, and we do it because it makes sense technically and economically as much as it makes sense for the environment," Sweder said. "This material meets all of our robust specifications for durability and performance."



The EyesOn Design car show at the Edsel and Eleanor Ford estate in Grosse Pointe features classic cars.

Father's Day Offers Display Of Classic Cars

Car lovers have an opportunity to see some beautiful vehicles on Father's Day this year.

The 2019 EyesOn Design week-end of events will once again pay tribute to some of the most beautiful automotive design in the world, said EyesOn spokeswoman Kathy Lightbody.

The activities begin with Vision Honored, a black tie gala and silent auction at the MGM

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FCA Celebrates in 2019 Motor City Pride Event

Detroit showed off the colors of the rainbow on June 8-9 celebrating lesbian, gay, bisexual, transgender and questioning (LGBTQ) culture at Motor City Pride, an annual two-day festival and parade that is the largest LGBTQ gathering in Michigan.

As a key sponsor of the festival and the lead sponsor of the parade, FCA and the Fiat brand will celebrate their longstanding commitment to LGBTQ employees, communities, customers and issues, said FCA spokesman Mike Palese.

A specially wrapped 2019 Fiat 124 Spider, the brand's Italian-designed, fun-to-drive roadster, will serve as the grand marshal vehicle of the Motor City Pride parade, which starts at noon on June 9 and ends at Hart Plaza.

An additional 2019 Fiat 124 Spider and a specially wrapped new 2019 Fiat 500X will accompany the grand marshal vehicle in the parade.

"Motor City Pride is an important way for FCA US to celebrate our diverse and inclusive work culture where all employees are respected and engaged in the process of developing the world's best vehicles and industry leading brands," said Alisa Nagle, head of FCA - North America's Human Resources. "We are especially proud of our Business Resource Groups which continue to lead the company's engagement in vitally important community programs such as Motor City Pride."

The power behind the spon-



GALA members with the 2019 Fiat 124 Spider that was the grand marshal car of the Motor City Pride parade.

sorship of Motor City Pride is the company's LGBTQ Business Resource Group, the Gay and Lesbian Alliance (GALA).

GALA is one of seven Business Resource Groups at FCA US representing a range of affinity communities: African American, Hispanic, Asian, LGBTQ, Veterans, Native Americans and Women.

FCA US Business Resource Groups are employee-directed and individually and collectively pursue initiatives that enhance

the FCA US work culture by focusing on career development of members, celebrating multicultural differences and bringing value to the company and external communities through volunteer and charitable activities.

"Motor City Pride is fueled by the longstanding support of FCA US and the Fiat brand," said Dave Wait, chairperson - Motor City Pride. "We are thankful for how

this collaborative partnership helps fuel efforts to achieve full equality and respect for all people in Michigan."

FCA was recognized as a leader among employers for providing domestic partner benefits to employees in 2000 and has earned a perfect score on the Human Rights Campaign's Corporate Equality Index 11 times since the benchmark was created.

GM Truck Success Leads to More Investment

CONTINUED FROM PAGE 1

new models, more cab choices and innovative new powertrains."

Combined sales of the Chevrolet Silverado 1500 and GMC Sierra 1500 crew cab pickups, which launched in the second half of 2018, were up 20 percent in the first quarter of 2019 versus a year ago. GM is projecting another significant increase for the second quarter, Flores said. Customer deliveries of the double-cab models built in Fort Wayne began during the first quarter.

The \$24 million will be invested to further enhance the plant's conveyors and other tooling to support the increased production.

The work will be completed this summer. With this announcement, GM has invested more than \$1.2 billion in the plant since 2015.

Since 2009, GM has invested \$23 billion in U.S. manufacturing - more than one-quarter of every dollar spent by automakers, Flores said.

General Motors is committed to delivering safer, better and more sustainable ways for people to get around, Barra said. Its subsidiaries and its joint venture entities sell vehicles under the Cadillac, Chevrolet, Baojun, Buick, GMC, Holden, Jiefang and Wuling brands.



2019 Dodge Charger

FCA Spring Sales Do Well

The arrival of spring hasn't slowed down sales for FCA.

The automaker achieved three records in May, led by the Ram brand, which notched its 12th consecutive monthly sales record as demand for both light-duty and heavy-duty pickup trucks remained strong, said FCA spokesman Jeff Bennett.

It was the best May ever for the Jeep Grand Cherokee and the highest level of May sales for the Dodge Charger in six years. Overall, total sales rose 2 percent to 218,702 vehicles. Fleet represented 31 percent of total sales during the month. On a year-to-date basis, fleet accounted for 22 percent of sales.

"On a year-over-year basis, we have increased our average transaction prices by more than \$3,000 a vehicle and still managed some notable sales increases," said Reid Bigland, U.S. head of Sales. "In its first full month on sale, our all-new Jeep Gladiator pickup truck delivered more than 2,500 vehicle sales, our Ram pickup truck sales soared 33 percent and the Grand Cherokee delivered its best May sales ever."

Sales of the Ram 1500 went from 46,781 in May of 2018 to 62,250 this May, Bennett said. Grand Cherokee sales went from 21,494 in May of 2018 to 25,394 in May of 2019.

Wrangler sales stayed remarkably stable, Bennett said. Jeep sold 25,102 last May and 24,530 this May, only a difference of 572 vehicles.

Dodge Charger sales went from 6,869 in May of last year to 9,296 in May this year.

Dodge Durango sales also saw a 33 percent increase, with sales going from 6,222 last May to 8,263 this May. Dodge Caravan sales increased by 9 percent, going from 15,487 in May of 2018 to 16,809 in May of 2019.

Some models did see a sales drop in May, Bennett said. The Cherokee saw sales drop 27 percent, going from 23,789 to 17,283. Compass sales also dropped 16 percent, going from 17,327 in May of 2018 to 14,534 in May of 2019.

Overall, the Jeep brand saw sales decline 7 percent from May to May, with a total sales figure of 90,326 this year.

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Gladiator Truck Earns GAAMA Top Spot

It makes sense that an award-winning minivan made the list for best family cars, but Jeep did something special when the 2020 Gladiator pickup truck earned a top spot on the Greater Atlanta Automotive Media Association (GAAMA) Family Car Challenge.

FCA's brands Chrysler and Jeep were big winners at the annual Family Car Challenge hosted by the Greater Atlanta Automotive Media Association (GAAMA), said FCA spokesman Todd Goyer.

The 2019 Chrysler Pacifica Hybrid received top billing as the overall Best Family Car. This is the third time the Chrysler Pacifica has received the highest award from GAAMA. The 2020 Jeep Gladiator won Best Family Pickup Truck.

GAAMA members evaluated various manufacturers' vehicles, spanning several family-oriented categories. Journalists scored vehicles after driving suburban routes around The Hotel at Avalon in Alpharetta, Ga, said Daryl Killian, GAAMA president and host of The AutoNsider on News & Talk 1380 WAOK, an Entercom radio station based in Atlanta.

"Today's busy families need a vehicle that can help make their lives easier and the Chrysler Pacifica Hybrid and Jeep Gladiator deliver on that promise," said Killian.

HELLA Systems Help Meet New Air Standards

CONTINUED FROM PAGE 1

vehicles with internal combustion engines to be converted to a mild hybrid, Richter said.

It combines the conventional, separate core elements such as 48-volt battery, 12-volt battery and voltage transformer (DC-DC converter) within a single product in the package space of a conventional lead-acid battery.

This makes it easy to integrate the system into the existing vehicle architecture, said Richter.

Another advantage: the Dual Voltage Battery Management System eliminates the need for a lead-acid battery in the car.

This new system consists of lithium-ion cells that are intelligently switched depending on the application, Richter said. Thus, the capacity can be used specifically in the 12-volt or 48-volt electrical system of the vehicle.

HELLA has designed the PowerPack 48 Volt for vehicles in higher power rating classes.

It combines a 48-volt lithium-ion battery pack including battery management and DC-DC converter.

In addition to the 12-volt battery, the PowerPack 48 also is drawn into the vehicle.

It enables hybrid functions such as recuperation (ability to

recover energy while braking) and active coasting (the internal combustion engine is switched off while driving), as well as other comfort functions for the luxury class.

These functions include ambient lighting, automatic climate control and active chassis control.

The new products primarily serve the growing market of 48-volt mild hybrids, Richter said.

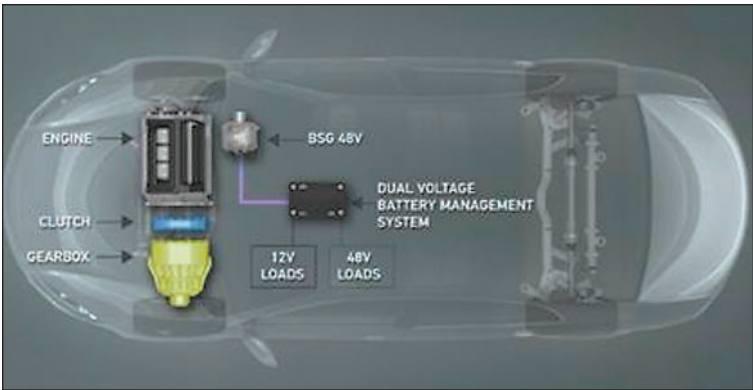
According to studies by the London-based analysis company IHS Markit, the annual share of new registrations in this area will rise worldwide from 6 million in 2020 to 35 million in 2030.

"Hybridization with 48 volts is particularly promising because it requires only minor intervention in the vehicle architecture while also offering efficient energy recovery methods and improved energy efficiency," said Twiehaus.

"With the new products, HELLA is actively advancing the technology and enabling customers to enter the field of electric mobility."

This new technology builds on the company's current portfolio, Richter said.

HELLA already offers products for all types of drives – from battery sensor systems for micro-hybrids (start/stop automatic system), to power electronics



This new system will help OEMs in Europe meet clean air standards.

for mild hybrids, and battery electronics for high-voltage applications in all-electric vehicles.

Hella is a global company with more than 40,000 employees at more than 125 locations in 35 countries.



2021 Chevrolet Trailblazer RS

2021 Trailblazer Seeking Spot in Small SUV Niche

Model year 2021 might seem like a long way off, but the 2021 Trailblazer will be joining the Chevrolet portfolio in early 2020.

This new entry Chevrolet offers customers is one of the broadest lineups of crossovers and SUVs. Positioned between the Trax and Equinox, the 2021 Chevrolet Trailblazer will join the fast-growing small SUV segment, said Steve Majoros, director of Chevrolet passenger car and crossover marketing.

"The Trailblazer's great design enables more personalization," said Majoros.

"Trailblazer is a continuation of the design language for Chevy's crossover family and extends our momentum into one of the industry's fastest-growing segments."

The Chevrolet Trailblazer will include an RS trim with standard two-tone roof that allows drivers to purchase a vehicle that reflects their lifestyle, Majoros said. The Trailblazer's unique individuality will be paired with standard active safety features including

Front Pedestrian Braking, Automatic Emergency Braking and Lane Keep Assist with Lane Departure Warning. It also offers optional Adaptive Cruise Control – Camera, Rear Park Assist and a High-Definition Rear Vision Camera that provides additional assistance to customers while parking.

"These features deliver added confidence and peace of mind behind the wheel, helping drivers monitor the vehicle's surroundings and the driving environment with an available combination of camera, short-range radars and ultrasonic sensors," said Majoros.

GM spokesman Kevin Kelly said that 2021 Trailblazer will be manufactured at GM's Bupyeong plant in Korea. It is built off GM's global small SUV architecture – the same architecture as the Buick Encore GX.

Product specifications and pricing will be shared later. The new Trailblazer is expected to start arriving at dealerships in early 2020, Kelly said.

Ford Closing British Plant

LONDON (AP) – Carmaker Ford plans to close next year a plant in Wales that employs 1,700 people, a union said June 6.

The GMB union said union leaders were given the news by company officials on June 6. Ford was expected to make an announcement later about the engine plant in the town of Bridgend.

GMB regional organizer Jeff Beck says the news was "a real hammer blow for the Welsh economy and the community in Bridgend."

Former Welsh government leader Carwyn Jones, who represents Bridgend in the Welsh Assembly, said, "this has all been very sudden. There was no warning about this at all."

"From my perspective, I want to know what's going on as to with the workers and want to know a reason for the decision, and to work with Welsh government to see what we can do to help the workers here."

The news is the latest setback for Britain's auto industry, which is struggling both with uncertainties over Brexit as well as global issues buffeting the sector.

Ford announced last month that it was cutting 7,000 white-collar jobs worldwide, several hundred of them in Britain.

Honda announced in May that it will close its western England car factory in 2021.

And, in February, Nissan announced that it would not build a new SUV in Sunderland, northeast England, as previously planned.

Jaguar Land Rover, owned by India's Tata Motors, is also cutting jobs in Britain.

Many businesses are worried about the uncertainty around Britain's stalled departure from the European Union. Executives have held back on investments as they lack clarity on what commercial relations will be like between Britain and the rest of the EU, its top trading partner.

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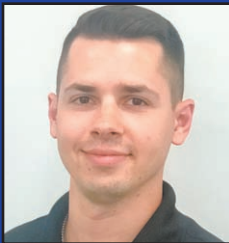
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Chevrolet's Silverado 3.0L Duramax inline-six turbo-diesel engine adds choice for full-size truck customers.

Chevy Unveils New Duramax Diesel Engine

There is still a demand for diesel pickup truck engines, so the new 2020 Chevrolet Silverado is available with a 3.0L Duramax inline-six turbo-diesel engine.

This option adds choice and versatility for full-size truck customers, offering class-leading torque and horsepower in addition to focusing on fuel economy and capability, said Nicola Menarini, GM's director for Diesel Truck Engine Program Execution. It is the first-ever inline-six turbo-diesel offered in Chevrolet's full-size light-duty trucks.

Chevrolet engineers started with a clean-sheet design and developed an all-new engine that leverages the efficiency and refinement advantages of the inline six-cylinder architecture and incorporates advanced combustion and emissions technologies to optimize performance and efficiency, Menarini said.

"From the moment the engine is started, to its idle, acceleration and highway cruising, the 3.0L Duramax performance will change perceptions of what a diesel engine can offer in refinement," said Menarini. "With ad-

vanced technologies that draw on global diesel expertise, it's a no-compromise choice for those who want the capability and driving range of a diesel in a light-duty truck."

Available on LT, RST, LTZ and High Country models, the 3.0L Duramax diesel rounds out the new Silverado's range of six propulsion choices, each tailored to suit customers' needs for performance, efficiency, technology and value, Menarini said. It is rated at an SAE-certified 277 horsepower and 460 lb.-ft. of torque delivering 95 percent of peak torque at just 1,250 rpm. Peak torque is sustained from 1,500 rpm through 3,000 rpm, providing a powerfully smooth and satisfying driving experience, she said.

The 3.0L Duramax is paired with GM's 10L80 10-speed automatic transmission, featuring a centrifugal pendulum absorber torque converter that reduces vibrations to improve smoothness, reinforcing its performance, efficiency and refinement. This combination also offers exhaust braking, which uses the diesel engine's compression to help slow the vehicle, requiring fewer brake applications by the driver when in Tow Haul mode.

The inline six-cylinder architecture offers inherent efficiency and refinement, but the team expanded with smart technology choices to help improve efficiency and weight while optimizing the truck experience, Menarini said. A lightweight aluminum block and cylinder head reduce overall mass, and Active Thermal Management enhances efficiency and cold-weather warm-up. Ceramic glow plugs also help with shorter heat-up times and a quicker cold start, meaning the engine block heater is not needed until -22 degrees F.

Towing is an important part of owning a truck, and customers can gain additional confidence thanks to the exhaust brake available in tow-haul mode, Menarini said. The water charge air cooler, coupled with low pressure EGR, reduces time to torque. The variable geometry turbocharger helps provide a greater balance of performance and efficiency, and an electronically variable intake manifold helps optimize performance across the rpm band.

Compared to a DOHC V6, the inline-six architecture offers greater efficiency from the reduced friction of operating only two camshafts and their associated valvetrain components, Menarini said. The I6 configuration offers a balance of primary and secondary forces, without the need for balancing shafts.

"In addition to reduced friction, the architecture enables smooth operation," Menarini said.

"The new Duramax 3.0L elevates the 2019 Silverado with one of the most refined and efficient diesel engines in the segment."

Along with supporting elements such as a tuned air induction system and other noise-attenuating elements, the 3.0L Duramax delivers exceptional quiet-

ness and smoothness at all engine speeds, Menarini said.

The 3.0L Duramax cylinder block is made of a cast aluminum alloy that provides the strength required to support the high combustion pressures that occur within a diesel engine, while also offering an approximately 25 percent mass savings over a comparable cast iron engine block. Iron cylinder liners are used within the aluminum block to insure truck durability.

There are seven nodular iron main bearing caps that help ensure the block's strength under those high combustion pressures, while also enabling accurate location of the rotating assembly. A deep-skirt block design, where the block casting extends below the crankshaft centerline, also contributes to the engine's stiffness and refinement. It's complemented by a stiffness-enhancing aluminum lower crankcase extension attached to the main bearing caps.

The rotating assembly consists of a forged steel crankshaft, forged steel connecting rods and hypereutectic aluminum pistons. The alloys in the respective castings for the rods and pistons make them lightweight and durable. Silicon is blended with the aluminum for heat resistance and tolerance within the piston cylinders. This enhances performance and quiets the engine.

A pair of lightweight, assembled camshafts actuate 28.35 mm diameter (1.12-inch) intake and 24.55 mm diameter (0.97-inch) exhaust valves. The camshaft drivetrain is uniquely located at the rear (flywheel side) of the engine, for greater refinement and packaging considerations for the comparatively long inline-six.

A crankshaft-driven chain drives the high-pressure direct-injection fuel pump, while a chain driven by the fuel pump drives both intake and exhaust camshafts. A smaller belt drives the variable flow oil pump from the crankshaft.

The Duramax 3.0L utilizes new low-pressure Exhaust Gas Recirculation to optimize performance and efficiency. The EGR system diverts some of the engine-out exhaust gas and mixes it back into the fresh intake air stream, which is drawn into the cylinder head for combustion. That lowers combustion temperatures and rates.

The new low-pressure system adds to the high-pressure system, supporting continual adjustment of exhaust backpressure for more efficient operation. It recirculates gases between the low-pressure points in the exhaust system and after the compressor inlet.

When the low-pressure EGR is activated by an electronically controlled valve, the engine burns exhaust gas that has already passed through the particulate filter. That increases the turbocharger's efficiency, which helps overall vehicle efficiency without deteriorating the rate of particulate matter emitted.

Oil jets located in the block are employed for performance and temperature control.

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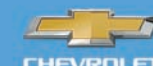
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