



2020 Buick Encore GX

Buick's Latest Encore Aimed Straight at Mid-SUV Market

The popularity of SUVs isn't going away. And Buick is ready for that.

Today, almost 90 percent of U.S. Buick sales come from SUVs, said GM spokeswoman Renee Ketels.

When the Encore GX arrives in early 2020, Buick will offer four premium SUVs across the three segments customers are shopping in most: small, compact and midsize, said Duncan Aldred, vice president, Global Buick and GMC. The Encore GX will be positioned between the smaller En-

core and the larger Envision and Enclave models. It will offer new standard safety technologies and its style and functionality will be just right for many of today's buyers, he said.

"As we look to the future of Buick, the Encore GX positions us strongly as a consideration for those who want to purchase small or compact SUVs," said Aldred.

The Encore GX's new standard safety and driver assistance fea-

CONTINUED ON PAGE 3

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

broUGHT 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

CONTINUED ON PAGE 2

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

CONTINUED ON PAGE 4

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Father's Day
Offers Display
Of Classic Cars

CONTINUED FROM PAGE 1

Grand in Detroit on Friday, June 14, honoring Leonardo Fioravanti, recipient of the 2019 EyesOn Design Lifetime Design Achievement Award.

The Sunday exhibition is from 10 a.m. to 4 p.m. and will be held at the Edsel and Eleanor Ford Estate on Jefferson in Grosse Pointe Shores.

Among the different vehicle categories are ones titled, Ferrari, Ferrari, Ferrari; 100 years of Citroen; Luxury Design Around the World; Custom Motorcycles; and Exotic Sports Cars of the 1970s and 1980s.

Sponsors of this year's show include FCA, Bridgestone Tires, Lexus, Toyota, Honda, Magna, Axalta, Nissan, Brembo, Velodyne LiDar, Roush, Dassault Systemes, Seton Autoleather and ABC Technologies.

Tickets for the exhibition are \$25 per person and may be purchased at the gate the day of the show.

Children 12 and under are free with an adult. Active duty military are free with identification.

To learn more, go online at eyesondesigncarshow.com, or call 313-824-4710.

FCA Deal Had Potential Difficulties for State

by Jim Stickford

It was not meant to be.

FCA withdrew its proposed merger with Renault last week. Such a joining would have had tremendous consequences for Southeast Michigan.

On June 5, in a statement to the press, FCA officials said the company was withdrawing its merger proposal.

The proposed merger between FCA and Renault made a lot of sense, but it also had the potential for fallout in Southeast Michigan, said auto industry analyst John McElroy.

The founder of Autoline and a broadcaster for WWJ Radio, McElroy, who has followed the industry for decades, said that while the promise is that no jobs will be lost, a merger would create multiple redundancies for the FCA-Renault giant.

"I'm worried about Southeast Michigan," McElroy said before the merger proposal was withdrawn. "We've been told that no one will be laid off, but in the long run there's trouble. I don't believe that blue collar jobs will be lost, but we're talking about three auto companies – Chrysler, Renault and Fiat. They each have a purchasing department, a finance department, a human resources department. Will there be a need for three after a merger?"

McElroy said that France owns stock in Renault and that both France and Italy don't want to see layoffs in their countries. Plus, there's one more thing.

"It's a lot easier to lay off people in the United States than it is in Europe," McElroy said. "France owns enough of Renault that it has a seat on the company's board of directors. France wants one thing from Renault, that the company generate jobs and tax income in France as much as possible."

Part of the reason behind the proposed merger is to save money, McElroy said. If there's going to be, for example, one 2-litre en-

gine, they don't need three companies working on three 2-litre engines. Redundancies would be eliminated. They won't need three sets of engineers working on three different drive trains and transmissions.

It would be easier to eliminate some Chrysler jobs, McElroy said. The news wouldn't be all bad. Fiat and Renault don't have V8 or Hemi engines, so it's not like all Chrysler engineering jobs would be eliminated.

"I don't see any job concerned with manufacturing to be eliminated," McElroy said. "I think those jobs are totally safe. I will say that the city of Detroit was lucky to get everything worked out with FCA and have the announcement of the Mack assembly construction before the merger proposal going public. I suspect in the future, if the merger goes through, that if there is a need for another factory, that fa-

cility will be built in Europe and not in the United States."

While McElroy has some worries for Southeast Michigan, he doesn't think that the idea of a merger is a bad one.

"I believe that FCA really needs a big partner in this time of great change within the auto industry," McElroy said. "They've been looking for a big partner for some time. When people talk about potential difficulties getting American, French and Italian cultures to work well together, I want to point out that Chrysler and Fiat were able to make their merger work. Both Italian and American work cultures, and Chrysler and Fiat cultures were able to come together smoothly and creat a successful company."

So there is that experience that people on the FCA side of things would be able to draw on if another merger proposal comes up for consideraton by FCA some-

time in the future, McElroy said.

In the press statement, FCA officials stated, "FCA remains firmly convinced of the compelling, transformational rationale of a proposal that has been widely appreciated since it was submitted, the structure and terms of which were carefully balanced to deliver substantial benefits to all parties."

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

"FCA expresses its sincere thanks to Groupe Renault, in particular to its chairman and its chief executive officer, and also to the Alliance partners at Nissan Motor Company and Mitsubishi Motors Corporation, for their constructive engagement on all aspects of FCA's proposal."

"FCA will continue to deliver on its commitments."

FCA Rescinds Its Renault Merger Proposal

CONTINUED FROM PAGE 1

its demands were made public early on and did not change. The government sought guarantees that no French factories would be closed and no jobs would be lost.

It also wanted support from Nissan and parity in corporate governance between Fiat Chrysler and Renault, said the person, who also requested anonymity because the government had yet to make an official statement.

Fiat Chrysler abruptly yanked its offer after the government said it wanted to wait until June 4 to make a decision so it could meet in Japan with Nissan representatives, the person said.

The French government had said previously that it also wanted investment assurances, a seat on the merged entity's board, and for the operational headquarters of the merged company to be in France.

Earlier on June 5, France's finance minister said the car companies shouldn't rush into a merger.

"Let's take the time to do things well," Bruno Le Maire said on BFM television. "We want this merger, but we don't want it under just any conditions."

The negotiations come as the French government is struggling to contain fallout from new job

cuts announced by General Electric in France.

Renault's powerful CGT union is against a Fiat Chrysler merger, fearing the loss of jobs and arguing the proposal undervalues Renault and bails out Fiat.

The merger could have also threatened Renault's troubled alliance with Nissan and Mitsubishi. Nissan had no comment June 5 on the collapsed deal.

Car Sales Decline in Britain

LONDON (AP) – Britain's new car market slid back further in May as Brexit instability continued to weigh on business and consumer confidence, the country's main automotive lobby group said June 5.

The Society of Motor Manufacturers and Traders said car sales fell by 4.6 percent during the month to 183,724 units partly because confidence was held back by what it terms "underlying economic and political instability."

Falling demand for diesel cars also hit registrations.

The car market has been one of the sectors most hit by the uncertainty surrounding Britain's departure from the European Union. The great worry for firms across the supply chain is that in the event of a "no deal" Brexit, buyers would see a 10 percent tariff levied on cars imported from the EU, from the likes of Volkswagen or Fiat. Currently all trade between EU countries is tariff-free.

Samuel Tombs, chief U.K. economist at Pantheon Macroeconomics, said the continued weakness in car sales in May, "after a dreadful April, partly reflects the decision by many consumers to complete purchases before the original March deadline for Brexit."

Britain was originally due to leave the European Union on March 29 but it has been granted an extension to the end of Octo-

ber after Parliament failed to pass a Brexit withdrawal agreement.

Though the delay has helped reduce the immediate fears of a "no-deal" Brexit, uncertainty remains as many of the candidates running to replace Prime Minister Theresa May, such as former foreign secretary Boris Johnson, have insisted that the country has to leave the European Union by the new deadline, deal or no deal.

Brexit uncertainty was further evident in the findings of a survey of economic activity from financial firm IHS Insight and the Chartered Institute of Procurement & Supply.

The survey found that companies reported that activity, order books and hiring were subdued by a combination of weak demand and Brexit-related uncertainty.

As a result, the so-called "all-sector" purchasing managers' index – a broad gauge of business activity– fell back to 50.7 points in May from 50.9 the previous month, where the 50-mark indicates a flat-lining in economic activity.

Without a resolution in sight to the Brexit impasse, few economists a step-change in the British economy and as a result most think the Bank of England will refrain from raising its interest rates again during this summer period.

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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 new models, more cab choices and innovative new power-trains."

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.

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.

Buick Bets on SUV Market with Encore GX

CONTINUED FROM PAGE 1

tures will include Front Pedestrian Braking, Automatic Emergency Braking, Forward Collision Alert and Lane Keep Assist with Lane Departure Warning.

While this technology helps improve safety, driver assistance features are no substitute for the driver's responsibility to operate the vehicle in a safe manner, Aldred said. The driver should remain attentive to traffic, surroundings and road conditions at all times, he said.

Visibility, weather and road conditions may affect feature performance, said Ketels. She reminded buyers to read the vehicle Owner's Manual for more important feature limitations and information.

This vehicle will also offer the Enclave's innovative Rear Camera Mirror – which provides a wide, less obstructed rear view while parking and driving – and High Definition Surround Vision camera system, Aldred said.

Its spirited and efficient performance, he said, will be paired with a purposefully designed car-

go space that's almost five cubic feet larger than the Encore and about three cubic feet smaller than the Envision.

Product specifications and pricing will be announced when the Encore GX begins arriving at U.S. dealerships in early 2020.

Buick hasn't forgotten about style and elegance during the design and engineering process, Aldred said.

Buick vehicles offer sculptural designs, refined performance, modern interiors and thoughtful personal technologies, he said. Buick's award-winning customer service and sales experience, along with the Avenir trim, the highest expression of Buick luxury, are attracting new buyers to experience Buick's unique approach to attainable luxury, said Aldred.



The Encore GX's interior shows off the latest technology.

'State of the Lake' Address Held in Macomb

"Lake St. Clair is the heart of the Great Lakes and is at the very heart of what makes Macomb County such a great place to live, work and raise a family."

That's how Public Works Commissioner Candice Miller described the Macomb area when she spoke at the annual State of the Lake address held in front of Lake St. Clair at MacRay Harbor in Harrison Township.

She and County Executive Mark A. Hackel were joined on June 5 by other community leaders, including Nicki Polan, executive director of the Michigan Boating Industries Association, and McKenzie Bergmoser, coordinator for the Lake St. Clair Cooperative Invasive Species Management Area, for the event.

"Lake St. Clair," said Miller, "is the heart of the Great Lakes and is at the very heart of what makes our Macomb County such

a great place to live, work and raise a family.

"The Macomb County Public Works Office is working on numerous projects, large and small, to improve and protect water quality in Lake St. Clair.

"The centerpiece is our major expansion and upgrade of the Chapaton Pump Station in St. Clair Shores, which will result in a major reduction in the number and volume of combined sewer overflows that enter our lake."



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The Preferred Brand of Detroit's Auto Industry

Detroit's Dark History Told at Warren Library

Detroit had an evil side. That's how an author/historian describes the Motor City's background.

A special presentation, titled "Wicked Detroit," will be held at the Arthur Miller branch of the Warren library, located at 5460 Arden on Thursday, June 20, starting at 6 p.m.

"The Motor City boasts a long and sordid history of scoundrels, cheats and ne'er-do-wells," said Warren librarian Amy Moss. "Join local author and historian Mickey Lyons as she talks about the city's infamous history. She created the blog, ProhibitionDetroit.com."

Moss said the talk will be in Room 303 of the Miller branch.

Because this space will be limited, those wishing to hear about Detroit's dark history are asked to call for a spot. To learn more and make a reservation, call 586-751-5377, or visit the library's Web site at www.warrenlibrary.net, Moss said.

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.

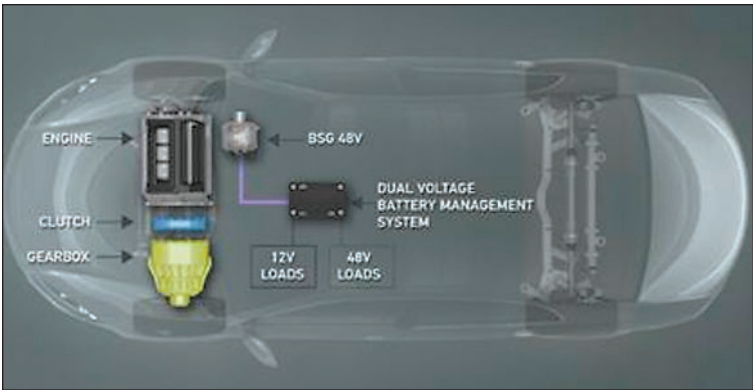
According to studies by the London-based analysis company IHS Markit, the annual share of new registrations in this area will rise worldwide from 6 million in 2020 to 35 million in 2030.

"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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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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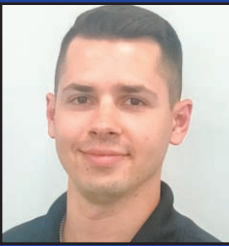


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