



Jim and Gina Hensley showing off their 1955 Chevy Bel Air.

Cruisin' Down Van Dyke Brings Back Memories

by Jim Stickford

The weather was nice and the cars came out for the first Cruisin' 53 cruise along Van Dyke on June 8.

Donna Weatherby, director of Marketing and Communications for the event, said that the idea for the new cruise came about when people realized that Warren and Center Line, despite the presence of the Tech Center and Mopar headquarters, don't have a cruise.

"I am part of the Southeastern

Michigan Chamber of Commerce," Weatherby said. "It consists of the Gratiot and Warren chambers of commerce. We were talking and realized that Warren and Centerline have no cruises. Now Gratiot does and it's very successful."

To promote business and raise money for Centerline's new library and the Warren Community Foundation, the Chamber decided to host a cruise up and down Van Dyke on June 8.

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GM to Invest \$150M in Flint Plant

Success with pickup trucks is driving GM's recent expansion.

General Motors Co. is launching the second major expansion of its full-size pickup production capacity this year: a \$150 million investment at Flint Assembly to increase production of the new Chevrolet Silverado and GMC Sierra heavy-duty pickups, which began shipping to dealers last week.

This news follows GM's announcement last month to expand light-duty, full-size pickup production capacity in Fort



Reuss announces GM's new investment in its Flint Assembly plant.

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John Murphy

Auto Industry Analyst Sees Cyclical Sales Slowdown

by Jim Stickford

Crossovers will be the biggest market segment in the near future, which will make that niche the most competitive – and automakers should be ready for that.

That was one of the messages presented by John Murphy, senior auto analyst for Bank of America Merrill Lynch, to the Automotive Press Association on June 12 at a special gathering in the Gem Theater in Detroit.

Murphy said the 2019 Car Wars study, which looks at predicted market conditions from 2020 to 2023, had 10 key findings.

First, product activity remains reasonably robust across the industry, said Murphy, but the market will soften in the next couple of years.

This will put pressure on profits and will be happening at a time when sales could decline by

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Ford-Argo Team Tests New AV System on Detroit Roads

Ford has invested \$1 billion in the start-up Argo AI, and that alliance has resulted in the testing of AVs in Detroit.

"Earlier this month, I had the chance to visit Detroit and see the Motor City from a new perspective when I stepped into the backseat of one of our self-driving test vehicles," said Peter Render, president of Argo AI.

"Our new Ford Fusion Hybrid is a third-generation test vehicle that Argo AI is now deploying in collaboration with Ford in all five major cities we're operating in: Pittsburgh, Palo Alto, Calif., Miami, Washington, D.C., and now Detroit – where we're expanding our testing footprint in Michigan beyond Dearborn."

Riding through the Corktown neighborhood and passing Michigan Central Station on our way downtown, Render said he couldn't help but be struck by this milestone.

"Almost three decades after I left the automotive industry in Detroit and began researching computer vision and other self-driving technologies at Carnegie Mellon University, here I was back in my old haunt, experiencing our latest creation as it navigated streets and routed itself past new construction projects," Render said. "A new form of transportation striving to emerge in a city that's also in the midst of its own stunning transformation."

"I grew up in western Michigan and went to college at what's now the University of Detroit Mercy. My first experience in the automotive industry involved

witnessing how new technology was integrated into cars, which inspired me to think about how we could take advantage of even more advanced ideas. With self-driving vehicles, that's exactly what we're doing now at Argo, working hand-in-hand with automakers like Ford."

This has never been more apparent to me than with our new, third-generation of test vehicles, Render said. They're not only outfitted with new technology that's a step closer to production specification, but also modifications that are designed to help ensure they stay safe through a variety of conditions.

The new cars are equipped with a significantly upgraded sensor suite, including new sets of radar and cameras with higher resolution and higher dynamic range.

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Ford Specialist Works by Seat of His Pants

Whether stuck in rush-hour traffic or cruising for hours on the open road on a summer vacation, commuting can be a real pain in the butt – literally.

Thankfully, one doctor has the prescription, said Ford spokesman Dan Jones.

Supervisor Mike Kolich – Ford's "Dr. Derriere" – and the Ford global seating-and-comfort team are tops when it comes to dreaming of new ways to cradle one's bottom, said Jones.

A new front seat offering in the new 2020 Ford Explorer maintains the stringent Ford standard for shape and softness and does so with a less cumbersome design that frees up space for second-row passengers, Kolich said. The seat was also designed to be sleek and stylish.

"Road trips can be largely defined by how comfortable people are – and when you get down to it, how comfortable our seats allow them to be," said Kolich, whose Ph.D. in industrial and manufacturing systems engineer-



Kolich is leading the charge to make sure Ford's seats are comfortable.

ing with an emphasis on seat comfort has earned him the "Dr. Derriere" moniker among Ford seating experts.

"As engineers, we're thrilled with this new seat, but, really, it's what our customers say and think that matters."

That expectation, defined as

the Ford comfort DNA, is measured largely by two factors – shape and softness. Kolich said his team have maintained the comfort standard in the new front-row seat debuting on the new Explorer while eliminating

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This classic Cadillac was on display at EyesOn Design 2019 show.

EyesOn Design Honors Classic Design

The 32nd 2019 EyesOn Design car show kicked off with a special press preview on June 11.

The annual event is held on Father's Day at the Edsel & Eleanor Ford House and raises money for the Detroit Institute of Ophthalmology.

This year's show featured several special vehicles, including the rare 1939 Lincoln Continental Prototype #2. It was created by Edsel B. Ford, E.T. "Bob" Gregorie, Robbie Robinson and Henry Crecelius.

Mark Heppner, CEO of the Edsel & Eleanor Ford House, said that the 1939 Continental was an

important car because it showed Edsel Ford's design skills.

"In the spring of 2020 we will be opening a new visitor center at the Edsel & Eleanor Ford House," Heppner said. "It will have a restaurant and retail space as well as exhibition space. The first display will be called 'Driven by Design' and will show Edsel Ford's role in design. That's why I am so pleased that this year's show will feature the 1939 Continental Prototype #2."

Don Renkert, a volunteer who is part of the show's Vehicle Se-

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Volkswagen Buys
Stake in
Battery Company

FRANKFURT, Germany (AP) – Volkswagen says it is taking a stake in Swedish battery cell producer Northvolt AB and plans a joint factory in Germany ahead of increased production of electric vehicles sometime next year.

Wolfsburg, Germany-based Volkswagen said June 12 that the company would be investing around 900 million euros (\$1 billion) in joint battery activities with Northvolt that include acquiring an initial 20 percent in Northvolt.

Volkswagen plans to step up production and sales of E-cars next year with its forthcoming ID. 3 compact.

VW said it planned a 50-50 joint venture to build a battery cell factory in Salzgitter in its home region of Lower Saxony, whose government is a major stakeholder in Volkswagen corporation.

Plant construction would start in 2020 at the earliest and production for Volkswagen would commence sometime around the end of 2023 or the beginning of 2024.

Volkswagen's investment is part of a capital raise by Northvolt that includes \$1 billion in equity capital alongside additional debt financing from the European Investment bank and other lenders.

The new financing will enable establishment of a lithium-ion battery factory in Skelleftea, Sweden, Northvolt said.

GM Investing \$150M in Flint Assembly Plant

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Wayne, Ind., in response to strong customer demand.

GM has invested more than \$1.6 billion in the Flint Assembly since 2013, enabling an increase in the truck plant's production capacity of the new Chevrolet and GMC HD pickups by about 40,000 vehicles annually, including more crew cab models and diesels.

Additionally, 1,000 new jobs were created this year, bringing employment at the plant to more than 5,000.

The new investment is geared to enhance the plant's conveyors and other tooling to increase pro-

duction capacity. The work will be completed in the first half of 2020.

"We have tremendous opportunities to grow our heavy-duty pickup business, because we've invested in capability, performance, innovation and capacity," said GM President Mark Reuss.

"Our all-new Chevrolet and GMC HD pickups are the toughest, strongest, most capable heavy-duty pickups we've ever brought to market, and our Flint team is up to the challenge to build world-class quality products to drive the growth."

GM's full-size truck product offensive began last year with the launch of the new Chevrolet Silverado and GMC Sierra 1500 light-

duty crew cabs built at the Fort Wayne truck plant, Reuss said.

Double cab and regular cab models are now available as well.

"Combined sales of the all-new 2019 Chevrolet Silverado 1500 and GMC Sierra 1500 crew cab pickups – the highest-volume model in the fiercely competitive full-size pickup segment – were up 20 percent in the first quarter of 2019 versus a year ago," Reuss said.

"GM is projecting another significant increase for the second quarter."

Dealers will build their inventories of the new heavy-duty pickups through the remainder of 2019, he said.

The Flint and Fort Wayne investments are the most recent GM has made to strengthen its growing truck, SUV and crossover business.

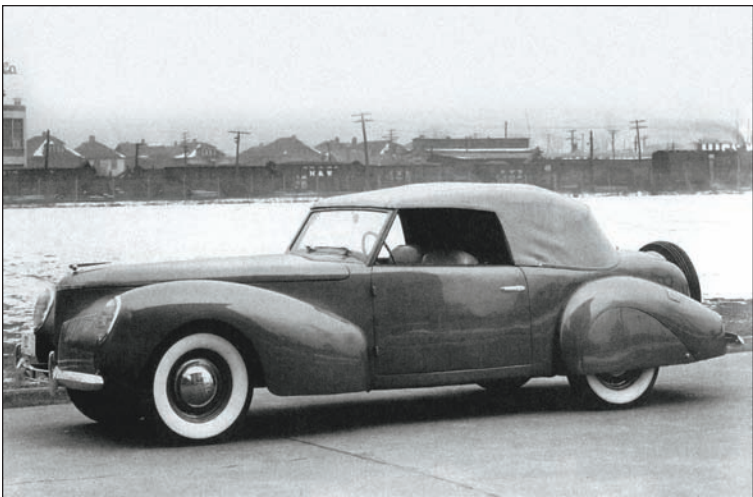
Other investments include those previously announced in Dayton, Ohio; Parma, Ohio; Romulus; Toledo, Ohio; Spring Hill, Tenn.; and Lansing.

Since 2009, GM has invested more than \$23 billion in its U.S. manufacturing base – more than one-quarter of every dollar spent by any automaker, said GM spokesman Dan Flores.

Opened in 1947, Flint Assembly currently operates three production shifts.



This 1959 Jaguar IX shows off classic British design elements.



In a rare appearance, this 1939 Lincoln prototype was to be shown.

EyesOn Design Show Presents Classic Vehicle Designs

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lection committee, said that they tried very hard to get vehicles from around the world at this year's show.

Some of the cars selected include a 1959 Jaguar IX, a 1974 Citroen DS23 Pallas Efi sedan and a 1969 Alfa Romeo 1750 Spider Roundtail.

"One of the things we wanted to have at this year's show are cars from around the world, not just the U.S.," Renkert said. "In the past, cars designed in America had a distinct American look, cars designed in Britain had a British look and cars designed in France had a French look. But nowadays, cars are designed globally and have a global look.

The distinctions between countries have faded away. We wanted to show classic cars with different national looks."

Dr. Philip C. Hessburg, DIO medical director, said that he remembered the first EyesOn show only being large enough to take place in the DIO parking lot.

"Now it's grown so big that it was named the fifth-best auto show in the United States by *USA Today*," Hessburg said. "I just pray to God that, after all the rain we've received recently, that the weather on Father's Day is nice. No matter what happens weather-wise, we'll find a way to get the show done."

Joe Cauley of Cauley Ferrari in West Bloomfield said that the dealership was proud to have

five different Ferraris on display at this year's EyesOn Design show.

"We will have two new vehicles and two classics," Cauley said.

Macomb Helping Seniors

Macomb Community Action's Office of Senior Services is hosting the Senior Fun Festival this month.

The event is returning for its 30th year at a brand new venue, filled with a variety of community resources and activities for Macomb County seniors and caregivers, said Macomb County spokeswoman Roneeka Pleasant-Brown.

The festival will take place on

"The new ones are a 2019 Portofino and a 488 Spider. The classic cars are 512 BB from the 1980s, a 1988 Mondial and a 400i from 1984."

Wednesday, June 26 at the Lorenzo Culture Center on the campus of Macomb Community College, 44575 Garfield Road, Clinton Township.

Doors will open at 9 a.m., with the event ending at noon, Pleasant-Brown said. The Senior Fun Festival sees close to 1,000 attendees each year. More than 70 vendors will be on site. Other activities and highlights include:

- Special entertainment;
- Wellness activities;
- Special products and services;
- Bingo;
- Prescription drug disposal.

Pleasant-Brown said that this site will not accept needles, syringes, lancets or liquids as part of the event's drug disposal service.

Access to free health screenings and wellness information along with raffles and prizes will also be available throughout the day.

"Our team is so excited to add to the legacy of this event; striving to make it bigger and better for this special anniversary," said Nicole Urban, program manager for Macomb Community Action's Office of Senior Services. "Thirty years of hosting this great event for Macomb County seniors and their families has been an honor."

The Senior Fun Festival is open to the public and no pre-registration is required. Doors will open promptly at 9 a.m. Additional information about the event can be found on the agency's website, mca.macombgov.org, or through the Macomb Community Action's Office of Senior Services at 586-469-5228.

Macomb Community Action is dedicated to helping children, families and seniors in Macomb County by providing assistance with essential services in accordance to their mission: Persistent action to diminish poverty, Pleasant-Brown said.

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First Cruisin' 53 Event Brings Back Memories

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They decided to call the event "Cruisin' 53" because Van Dyke is also known as M-53. That is something many people don't know, Weatherby said.

Visitors to Van Dyke on June 8 were able to see a variety of classic vehicles cruising.

Many businesses set up spots for people who could park their cars as well as watch the vehicles cruising.

Among the businesses was Ed Rinke Chevrolet Buick GMC in Center Line.

Jim Hensley, Service and Parts manager at Ed Rinke, manned the dealership's cruise stand and also brought his 1955 Chevrolet Bel Air to show off.

"We first heard about this event from the Warren Area Chamber of Commerce," Hensley said.

"My boss, Ed Rinke, thought it would be a great idea to use our parking lot to set up a cruise 'pit stop' area, where people could park and see the cruise. I am a car buff myself, so I brought my Bel Air."

Hensley said he and his wife Gina bought the classic a year ago at a special Chevrolet-only car show in Kentucky.

"I like cars, what can I say," said Gina Hensley. "And I don't come from an auto industry family. My dad was in construction out in Michigan's thumb. He never worked for GM, but I've always owned GM cars. My first was a 1975 Pontiac Grand Ville, which I bought used in 1980. I had that car for nine years."

Hensley said that he doesn't just show his Bel Air, he drives it as well.

"Gina and I go to dinner during the summer in this car, and I just took it to a show in Flint," Hensley said. "I have to say that the turnout for Cruisin' 53 is pretty good, when you consider that this is the first year for the

event. I think it will do even better next year."

John Chapaton brought a 1984 Chevy S-10 pickup truck to the Rinke lot. The vehicle was purchased by his grandfather at Rinke back in 1984.

"I like to think that this truck has returned home," Chapaton said. "When my grandfather bought the truck, he was working as an engineer at the Tech Center."

Warren resident Greg Jacob parked his 1974 Chevy Nova hatchback to Rinke.

"I've owned this car since 1976," Jacob said. "I paid \$2,400 for it. I put in new headers and a steering wheel, but that's it. Everything else is original. It has 29,000 miles."

"I have heard that this was a Tech Center test car, but I have not been able to find any docu-

mentation to confirm that rumor.

"I'm only the third owner of the vehicle, and when I bought the car, it had 3,500 miles on it."

"I have to say that this is not bad for a first-year cruise."

"Hopefully, it will be even better next year."



Jacob with his 1974 Chevy Nova hatchback at the 2019 Cruisin' 53 event.

Ford Designer Works by Seat of His Pants

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some of the bulk by reducing the thickness of the seat back and shoulder area.

The new design aims to improve comfort for the more than 50 percent of family travelers who AAA reports will take a road trip this year, as well as the millions of workers who, according to the U.S. Census Bureau, spend a record average of 26 minutes driving to work each day, said Jones.

The first-for-Ford design is the seating team's latest innovation. For the new Explorer, the team started with its award-winning seat architecture that represents the nexus of all Ford seats regardless of vehicle type or size, Jones said.

"What people see in a Mustang differs from what they see in an Explorer, but it's all built on the same architecture," said Kolich. "That architecture is the magic,

in that it allows us to maintain consistency. These seats should feel similar to the seats in any other new Ford vehicle."

What customers expect, and what Ford delivers, is a V-shaped design that provides torso support for a wider range of body types and sizes, Kolich said. In Explorer, available eight- and 10-way adjustable front-row seats cool occupants using a ventilation feature that draws warm air from the body rather than pushing cold air through seat perforations.

Explorer ST and Platinum models come equipped with a multi-contour system with unique massage patterns. New front-row back panels allow for a more

sculpted appearance and improved second-row knee room.

Second-row seats feature new-to-Explorer EZ-entry functionality, allowing easy access to the third row without having to remove a child's booster seat.

To maintain a comfort standard throughout the vehicle, each seat design is put through an exhaustive series of more than 100 in-lab tests – including initial softness and hardness distribution tests – that use proven metrics to validate that the seats deliver what customers expect.

"Our lab testing has changed the way we operate," said Kolich. "Not long ago, the industry didn't have measurable objectives like we do today."

MCC, GM Offer Students Scholarships

Through a new program launched by General Motors Co., 12 Dealer Technician Scholarships will be offered at Macomb Community College, beginning with the fall 2019 semester.

The scholarships will cover full tuition and fees while students earn an associate degree in automotive technology and pathway to jobs at GM dealerships, said Jeanne Nicol, director of Public Relations for MCC.

In addition to coursework at Macomb, students will participate in paid co-op opportunities, with hands-on learning experiences led by experienced technicians at local Chevrolet, Buick, GMC and Cadillac dealerships. Students will be exposed to many of GM's industry-leading technologies including battery-electric vehicles, semi-autonomous driver assistance systems and built-in Wi-Fi connectivity.

"We're tearing down the barriers that stand in the way of people pursuing these good-paying, high-tech jobs," said Terry Rhadigan, executive director of GM Corporate Giving.

"After two years, we want people to hit the ground running."

The deadline for submission of completed scholarship applications is 5 p.m., July 26.

Students awarded the scholarships must be enrolled full-time, maintain a grade point average of 2.5 and complete co-op rotations at local GM dealerships or ACDelco Professional Service Centers.

For further information and a full rundown of application requirements, call 586-445-7015, Nicol said.



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Auto Analyst Sees Car Sales Slowdown in Near Future

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vehicles per a given sales year.

This slowdown is just part of the auto industry’s cyclical sales history, Murphy said. It doesn’t portend a radical shift in consumer preferences.

Second, CUVs will constitute 70 percent of new vehicle introductions. This will put pressure on the segment’s profitability and leave dealers with a dearth of entry-level vehicles for young buyers.

Third, the market will get more competitive, which will put pressure on the value chain.

Fourth, there will be lower showroom age – more new models – because OEMs are canceling vehicles in the passenger car segment.

Fifth, GM will be behind the industry’s average replacement rate for the first couple of years, but will catch up in the last couple of years of the prediction range. New product drives sales, so that figure is important.

Sixth, Ford’s replacement rate will be above average, and CUVs will dominate, which should help with market share and profits.

Seventh, FCA was an industry leader in trucks and CUVs out of necessity, but the relative out-performance is fading as other OEMs launch more CUVs.

Eighth, Japanese OEMs will have a volatile product cadence over model years 2020-2023. The

focus is on CUVs, but most remain committed to passenger cars. Honda’s replacement rate leads, Toyota is strong, but Nissan’s lagging.

Ninth, Hyundai and Kia’s replacement rate will be above industry average for 2020-2021, but will be lighter in 2022-2023, and will be car-heavy.

Tenth, European OEMs’ total replacement rate is just below industry average. In addition to an emphasis on luxury vehicles, they will place an emphasis on CUVs and alternate powertrains. Daimler will lead, with VW and BMW trailing.

“The industry has done a great job with CUVs,” Murphy said. “They’ve convinced the public to buy what I like to call ‘jumped-up’ station wagons at a premium price. But the result is that this will become the most crowded market segment and that will put pressure on profits.”

The weakening of sales is just the normal cycle, Murphy said. So far, OEMs have maintained price discipline. In the last slowdown, GM lowered prices and other OEMs followed.

This kept sales numbers up, but really hurt profits. So, when the recession hit, there were bankruptcies.

Murphy told the audience that right now China is the wild card in the mix. For the past 10 years vehicle sales have increased by 3 to 5 percent a year. Sales have

reached levels of more than 20 million a year. But that figure has seemed to have plateaued.

Murphy said that the China auto market is a lot like Europe’s currently. There is excess capacity and a lot of different producers. And there is a lot of regulation pushing OEMs toward developing EV tech.

“Our forecast shows flat sales in China for the next three years,” Murphy said. “So the Detroit OEMs might want to take some risks in that market. Ford might want to take 10,000 Expeditions and sell them as luxury vehicles.”

Murphy said that ICE powertrains will still dominate new vehicle launches in the next five years with 55 percent of the market.

Hybrids will make up 24 percent, EVs 20 percent and fuel cell vehicles 1 percent.

EVs and hybrids may be the future, Murphy said, but OEMs have to find ways to make them cost-efficient. OEMs will be investing billions in EV and AV technology. It may take years to develop it for the market, but once they figure it out, sales will take off.

As a result, any OEM who doesn’t have the technology, once it makes economic sense, will be left behind, Murphy said.

During the question-and-answer session, Murphy was asked about the possibility of

consolidation within the industry.

He said it makes senses, but that history is replete with consolidation efforts that looked good on paper, but ended up being a disaster. So he doesn’t think OEMs will consolidate much.

The real action will be with

suppliers, he said. A lot of the new technology is being developed by suppliers. So the big suppliers will get bigger and be able to enjoy economies of scale because they will be able to spread the cost of developing new technology among different OEMs.



This AV Ford Fusion is getting tested on downtown Detroit streets.

Ford Launches AV Testing Along Detroit Roadways

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When trying to see an object that’s very far away, a lower resolution camera may only be able to represent it as a pixel or two, Render said. But with higher resolution, you may be able to get a dozen pixels out of the same far-away object. In concert with up-graded software, he said, this means our vehicles are getting better at seeing what’s farther ahead and classifying what it is.

“Our new test fleet also features a brand-new computing system – one that offers far more processing power than in our previous cars, with improved thermal management systems that generate less heat and noise inside the vehicle,” Render said. “That means a smarter vehicle, but also a quieter, more comfortable ride for anyone inside.”

“Additionally,” he said, “Argo AI has gone to great lengths to help ensure our vehicles can continue operating safely in the event that something unexpected occurs.”

The company’s latest development vehicles now feature redundant braking and steering systems that help maintain vehicle motion control in the event one of the units stops functioning.

These types of redundant systems are included to help ensure the safe deployment of self-driving vehicles, granting them the ability to detect faults and preserve their ability to safely stop or pull over, Render said.

“In addition to continuing work in our other test cities,” he said, “bringing these vehicles to Detroit gives us the opportunity to learn how they operate in yet another environment – one where Argo AI has engineering operations in close proximity and where Corktown serves as Ford’s base for self-driving vehicle development.

“Every city represents a unique opportunity to make our self-driving system smarter because of the exposure to different road infrastructure design, driving behavior and even traffic light placement.

For instance, the Motor City really earns its name by offering an astounding diversity of road types, Render said. Unlike Washington, D.C. and its common traffic circles or Pittsburgh and its famous multi-point intersections, Detroit roads don’t have a singular defining feature – the city and its metro area contain almost every kind of road one can expect to see.

“Some Detroit streets are wide,” he said, “and can often have unmarked lanes, presenting our vehicles with the challenge of having to reason through how to navigate while predicting what other drivers may do, so the system doesn’t cause unnecessary congestion.”

Other residential streets are narrow two-lane roads with cars parked on either side.

“Combine that with overhanging tree branches, which we don’t often see in other urban environments, and you’ve got a very dynamic situation,” Render said. “Add in pop-up construction that’s occurring all over the city and you’ve got a diverse, condensed training ground that really informs our development.”

Just as Detroit enters a new era of revitalization, the auto industry is entering a new era for transportation, he said.

“When I left the city in 1991 to study at Carnegie Mellon – a time when things like ‘the internet’ and ‘email’ were not even household words – the idea of self-driving cars sounded so outlandish that it was dismissed to the realm of fantasy. Yet, serious research on the subject was already being conducted by very smart people long before I came along.

“I was fortunate to join some of these researchers in their effort, and coming back to Detroit now to see our autonomous cars navigating its streets, I felt an incredible sense of pride and humility.”

Uber, Volvo Join Forces to Make AV Technology

WASHINGTON (AP) – Uber is teaming with Volvo Cars to launch its newest self-driving vehicle.

The ride-hailing company said June 12 that it can easily install its self-driving system in the Volvo XC90 SUV.

The vehicle’s steering and braking systems are designed for computer rather than human control, including several backup systems for both steering and braking functions and battery backup power. If the primary systems fail, the backup system will immediately act to bring the car to a stop.

Various sensors will allow Uber’s self-driving system to safely operate and maneuver in urban areas.

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The Michelin Uptis Prototype.

GM Testing New Airless Tire Via Chevy Bolt

There is a saying – “don’t reinvent the wheel.” Well sometimes you want to reinvent the wheel. And that what GM and Michelin have done. The two companies presented a new generation of airless wheel technology, the MICHELIN Uptis Prototype (or “Unique Puncture-proof Tire System”), at the recent Movin’On Summit for sustainable mobility held in Montreal, Canada.

GM intends to develop this airless wheel assembly with Michelin and aims to introduce it on passenger vehicles as early as 2024, said GM spokesman Nick Richards.

Later this year, GM will initiate real-world testing and validation of the Uptis Prototype on a Michigan test fleet of Chevrolet Bolt EVs.

“General Motors is excited about the possibilities that Uptis presents, and we are thrilled to collaborate with Michelin on this breakthrough technology,” said Steve Kiefer, senior vice president, Global Purchasing and Supply Chain, General Motors. “Uptis is an ideal fit for propelling the automotive industry into the future and a great example of how our customers benefit when we collaborate and innovate with our supplier partners.”

Airless technology makes the Uptis Prototype eliminate flats and blowouts, Kiefer said. This means Uptis offers significant potential for reducing the use of raw materials and waste, contributing to GM’s vision for a world with zero crashes, zero emissions and zero congestion as it:

- Reduces the number of punctured or damaged tires that are scrapped before reaching the end of their life cycle.
- Reduces the use of raw materials, energy for production and emissions linked to the manufacture of spare tires and replacement tires that are no longer required.
- Lasts longer by eliminating irregular wear and tear caused by over- or under-inflation.
- Reduces dangers related to flats and blowouts.

Lyft Driver Wins \$1M Lottery

ROSEVILLE, Minn. (AP) – A Lyft driver from Coon Rapids says he’ll direct some of his \$1 million lottery winnings to the nonprofit he started that provides sustainable access to clean water in Africa.

Forty-five-year-old Kodjo Ayewonou won his million in the June 4 Mega Millions drawing with a ticket he bought at a gas station in Eden Prairie. He matched five numbers, but missed the Mega Ball which was good for a \$475 million jackpot. Ayewonou founded a fFoundation in Coon Rapids.

The Star Tribune say Ayewonou has plans to dig wells in Africa and help education orphans in his native land of Togo. And, he’s thinking about buying a Jeep.

FCA Betting Big on New Diesel Truck Engine Technology

Diesel technology is not dead. The 2020 Ram 1500 will become America’s most powerful half-ton diesel pickup, with 480 lb.-ft. of torque, and most capable light-duty diesel, with towing capability up to 12,560 pounds. The new third-generation 3.0-liter V6 EcoDiesel is also expected to lead the segment on fuel economy, said Reid Bigland, head of Ram Brand.

“The new Ram 1500 EcoDiesel is America’s most powerful half-ton diesel pickup, following up on Ram’s Heavy Duty torque leadership and achieving what no other manufacturer has, with up to 480 lb.-ft. of torque in a 3.0-liter engine,” said Bigland. “The all-new EcoDiesel engine and our eTorque mild-hybrid powertrain technologies deliver the highest available fuel efficiency for our Ram 1500 customers.”

The 2020 Ram 1500 EcoDiesel is available in all models and configurations, including a first-time offering in the Ram Rebel, said FCA spokesman Nick Cappa. The 2020 Ram 1500 EcoDiesel will go on sale in the fourth quarter of 2019. Pricing and fuel economy ratings will be announced closer to the truck’s on-sale date.

The 2019 Ram 1500 Classic is also offered with the optional second-generation 3.0-liter EcoDiesel.

The third generation of the turbocharged 3.0-liter EcoDiesel V6 delivers increased torque and horsepower, along with superb fuel economy and minimal levels of noise, vibration and harshness (NVH) to meet the needs of Ram 1500 owners.

In the 2020 Ram 1500, the 3.0-liter EcoDiesel V6 is rated at a best-in-class 480 lb.-ft. of torque at 1,600 rpm, a 14 percent increase from the previous-generation EcoDiesel V6 that peaks 400 rpm earlier. Horsepower increases 8 percent to 260 hp at 3,600 rpm, Cappa said.

Several significant changes contribute to the new EcoDiesel’s improved dynamic and fuel economy performance.

These changes include a new-generation water-cooled turbocharger with variable geometry turbine (VGT) increases efficiency and responsiveness during transient conditions as well as redesigned cylinder head intake ports improve swirl and

flow, increasing performance and fuel economy.

Additionally, the exhaust gas recirculation (EGR) system design has been updated to a dual loop (low and high pressure) system. The added low-pressure circulation system draws gases after the diesel particulate filter, thus minimizing turbocharger energy losses, which increases fuel economy, Cappa said.

The compression ratio has been optimized to 16.0:1 from 16.5:1. And high-pressure (29,000 psi/2,000 bar) direct-injection fuel injector nozzles were redesigned to match the newly designed and optimized combustion chamber.

Lightweight aluminum alloy pistons were completely redesigned to include thinner rings and low-friction coating on the pin and side skirts to reduce losses.

NVH has been reduced by offsetting piston pin by 0.3 millimeters from the centerline; thus, minimizing mechanical noises.

The lower portion of the two-piece oil sump uses a lightweight sandwiched polymer/metal material that further reduces NVH.

The dual vacuum pump system uses electric and a new mechanical low-friction pump with new blades that improve overall system efficiency.

The upgrades build on the EcoDiesel V6’s previous success, the attributes and performance of which made it a winner of “Wards 10 Best Engines” for three consecutive years (2014, 2015, 2016), Cappa said.

The 3.0-liter EcoDiesel V6 uses dual overhead camshafts (DOHC) with four valves per cylinder and a 60-degree angle between the cylinder banks. The block is cast with compacted graphite iron, which provides strength to dampen vibrations, but weighs less than grey cast iron. A compacted graphite iron

bedplate adds rigidity to the block.

The EcoDiesel V6 uses a forged steel crankshaft and connecting rods for strength and durability. The aluminum alloy pistons are cooled on the underside via oil jets.

Heat-treated aluminum cylinder heads use individual bearing caps to reduce friction and minimize NVH. The chain-driven overhead camshafts employ roller-finger followers.

The 3.0-liter EcoDiesel V6 is produced at the FCA Cento facility in Ferrara, Italy.



2020 Ram 1500 with EcoDiesel V6

New York Expands Cap on Uber, Lyft Drivers

NEW YORK (AP) – A moratorium on most new licenses for Uber, Lyft and other for-hire vehicles that had been due to expire will instead be extended, New York City Mayor Bill de Blasio announced June 12. The expansion of last year’s cap is part of a slate of new actions that will also limit how much time drivers can cruise in Manhattan’s busiest areas without a passenger.

“For too long, app companies have taken advantage of hard-working drivers, choking our streets with congestion and driving workers into poverty,” de Blasio said in a statement announcing the changes. “That era will come to an end in New York City.”

But Uber, which had filed suit over the initial cap, and Lyft pushed back against the new cap extension June 12, saying it would harm riders and drivers.

The extension “is misguided and will be damaging to riders and drivers, as further restrictions on rideshare will result in fewer rides and lower earnings,” said Campbell Matthews, a Lyft spokeswoman.

The initial ban had been implemented as a response to the meteoric rise in the number of ride-hail vehicles on city streets in recent years, which supporters

praised as vital to transportation but critics lambasted for adding heavily to congestion. Critics also chastised the rise of the for-hire vehicles for creating a financial mess for yellow cab drivers and also for ride-hail drivers who said the glut of cars competing for fares was cutting into their income. The city has also put in place minimum wage rules for the ride-hail drivers.



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Sierra is Delivering ‘Technology Customers Want’ – GM

When it comes to big pickup trucks, GMC is going on a different route, a more luxurious route.

The brand is taking premium to the next level with expanded availability for its carbon fiber bed, 3.0L Duramax turbo-diesel and 10-speed automatic transmission, plus additional technology like Adaptive Cruise Control – Camera1 to elevate the ownership experience in the 2020 Sierra 1500, said Duncan Aldred, vice president of Global GMC. The updates add to a robust portfolio of technologies that deliver an innovative and premium ownership experience.

“The Sierra is delivering the tech customers want in the light-duty truck market, and the 2020 model demonstrates that Professional Grade means never slowing down,” said Aldred. “In just its first year on the market, the 2019 Sierra introduced the available, industry-first CarbonPro Bed and MultiPro tailgate. The truck’s 2020 updates show how the Sierra continues to raise the bar year in and year out.”

The Sierra 1500’s updates including Available Enhanced ProGrade Trailering features a segment-first transparent trailer view, originally introduced on the soon-to-launch 2020 Sierra HD, with a segment-leading 15 total available camera views, Aldred said.

Other new features include Available Adaptive Cruise Control – Camera, with the elevation model now offered in Crew Cab configuration, First full model-year availability of the 3.0L Duramax turbo-diesel and the CarbonPro Editions with the carbon fiber bed (both late 2019 model year additions).

The GMC Sierra already features an innovative suite of towing technologies that enable an exceptional light-duty towing experience, Aldred said. For 2020, the Sierra 1500 will be available with the upgraded ProGrade Trailering System introduced earlier this year on the 2020 Sierra HD. The updated system brings more camera views and in-vehicle Trailering App3 enhancements designed to simplify and streamline the trailering process.

The ProGrade Trailering System now features an available class-leading 15 unique camera views, including a segment-first transparent trailer view to help

optimize the driver’s view around the truck and compatible trailers to provide added confidence when towing. New for 2020, the available transparent trailer view uses the tailgate-mounted camera and an available accessory camera mounted on the rear of the trailer. The resulting display helps the driver to virtually see through the trailer4, benefiting drivers when navigating parking lots, merging into traffic and making tight turns.

The in-vehicle Trailering App has updated features and enhanced mobile integration for 2020, Aldred said. Owners will now be able to create and edit trailer profiles through the

myGMC mobile app and load them into their Sierra, saving time when hooking up for the first time.

Owners will also have the option of making a trailer profile shareable for easy transfer of trailer specs. The in-vehicle Trailering App will now also send maintenance reminders and trailer mileage information to an owner’s phone, available for viewing through the myGMC mobile app.

New for 2020, the 10-speed automatic transmission is now offered with the 5.3L V8 with Dynamic Fuel Management.

The 5.3L V8 and 10-speed automatic pairing will be standard on

the Sierra Denali and Sierra AT4 and available on all four-wheel drive Sierras with the SLE trim level and above. The 10-speed automatic has more gears for more ratios, giving Sierra refined performance and outstanding shift quality.

The previously announced available 3.0L Duramax inline-six turbo-diesel engine will pair with the 10-speed automatic as well, bringing class-leading horsepower and torque figures. The 3.0L Duramax produces an SAE-certified 277 horsepower and 460 lb-ft of torque.

Beyond delivering class-leading figures, the inherently balanced nature of an inline-six en-

gine also delivers a refined ride for drivers of the pickup.

For 2020, the 3.0L Duramax is now available in conjunction with the CarbonPro Edition of the Denali and AT4 models, pairing the iturbo-diesel engine with the industry’s first carbon fiber bed for the first time.

The Sierra continues to offer a multitude of innovative features, including the world’s first MultiPro Tailgate as well as a GMC-exclusive CarbonPro Pickup Box – The industry’s first carbon fiber pickup box, developed to increase durability, efficiency and functionality while offering best-in-class dent, scratch and corrosion resistance.



The new Sierra 1500 has a carbon fiber bed protect the truck’s body.



A camera makes it possible to see behind the trailer being towed.

New FCA Partnership Helps Company Develop New AVs

FCA’s not finished looking for partners to forge a future in a rapidly changing auto industry.

FCA US and Aurora last week signed a memorandum of understanding to lay the groundwork for a powerful partnership to develop and deploy self-driving commercial vehicles, said FCA spokeswoman Dianna Gutierrez. The Aurora Driver is the key to the deal.

The Aurora Driver is Aurora’s self-driving platform that comprises the hardware, software, and data services that guide vehicles powered by it safely through the world, said Gutierrez. Delivering Level 4 autonomy, Aurora Driver is composed of technology that is able to sense and navigate the environment without human intervention.

The agreement took place just a week after FCA announced that

it was withdrawing its proposal to merge with Renault.

In a statement to the media declaring the Renault deal dead, FCA 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.”

Through this new proposed partnership, FCA and Aurora would integrate the Aurora Driver into FCA commercial vehicle lines, Gutierrez said.

This would allow for a variety of different customized solutions for commercial vehicle customers at a time when changing

lifestyles and online shopping patterns are creating logistical opportunities.

“As part of FCA’s autonomous vehicle strategy, we will continue to work with strategic partners to address the needs of customers in a rapidly changing industry,” said FCA’s CEO Mike Manley. “Aurora brings a unique skillset combined with advanced and purposeful technology that complements and enhances our approach to self-driving.”

FCA brings deep expertise in the design, development and manufacturing of a wide range of commercial vehicles, as well as established relationships with a broad range of suppliers, dealers and commercial vehicle customers needed to deploy this technology, said Gutierrez.

“We are thrilled to forge a partnership with FCA US to develop a meaningful business model for

delivering the benefits of self-driving commercial vehicles,” said Sterling Anderson, Aurora co-founder and chief product officer.

Aurora’s mission is to deliver the benefits of self-driving technology safely, quickly and broadly, he said.

The company is building the Aurora Driver, a platform that brings together the software and hardware to power the transportation of the future, Anderson said.

Founded in 2017 by three of the world’s leaders, said Gutierrez, of the self-driving vehicle industry – Anderson, Chris Urmson and Drew Bagnell – Aurora boasts investors that include Amazon, Sequoia, Greylock and more.

Aurora has offices and tests its vehicles at locations in Palo Alto, Calif., San Francisco and Pittsburgh.

Cadillac’s Additions to Super Cruise Keeping Drivers More Connected

Cadillac is expanding the availability of Super Cruise to an additional 70,000 miles of compatible, divided highways in the United States and Canada.

This expansion will make the industry’s first true hands-free driver assistance feature available on more than 200,000 total miles of compatible highways by the fourth quarter of 2019, said GM spokeswoman Katie Downey.

To date, Super Cruise has been available on more than 130,000 miles of limited-access freeways. The expansion builds on Super Cruise’s unique combination of precision LiDAR map data, high-precision GPS, a state-of-the-art Driver Attention System and a network of camera and radar sensors, Downey said.

Some of the divided highways added will include limited intersections and traffic control devices. In the cases of railroad crossings, pedestrian crossings, stoplights or stop signs, Super Cruise will alert drivers to take back control of the vehicle. As always, it remains important for drivers to stay engaged and vigilant at all times while Super Cruise is engaged.

To enable the expanded functionality, an enhancement to the

Super Cruise system will be available to 2018 and 2019 model year Cadillac CT6 owners through their Cadillac dealer.

Following the completion of the system enhancement, the new, additional map miles will be sent to customer vehicles over the air throughout the summer and fall, Downey said.

In addition to the mileage expansion, the software update will also include performance improvements, enhancements to increase Super Cruise availability and enhancements to the Driver Attention System.

“We are constantly working to make Super Cruise the most beneficial system for our customers,” said Mario Maiorana, Super Cruise chief engineer. “Expanding our offering of compatible highways will allow people the ease and convenience of traveling hands-free more often.”

Last year, Cadillac made updates to its Super Cruise driver assistance feature based on customer feedback, including making Super Cruise activation easier for the driver and adding dynamic lane offset so that a CT6 with Super Cruise activated can adjust slightly over in its lane for driver comfort when passing

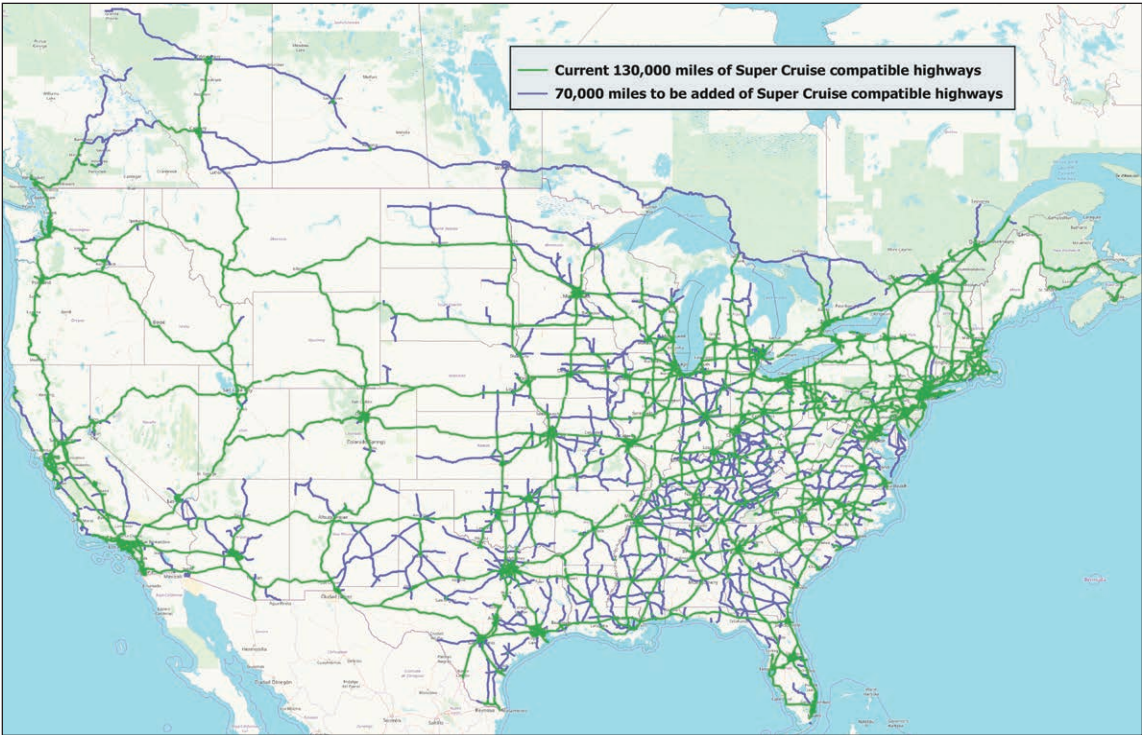
large vehicles. Gauge cluster messages were also added, to inform drivers why Super Cruise may be not be available in certain instances.

Customers have traveled 2.5

million miles using Super Cruise since its launch. Super Cruise is currently available on the 2018 and 2019 model year Cadillac CT6 and will be available on the 2020 model year CT6 later this

year, Downey said. Super Cruise will be available on Cadillac’s new CT5 sedan next year.

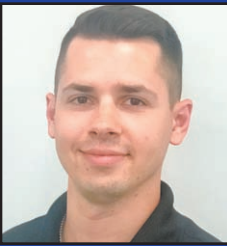
For information about Super Cruise, visit www.cadillac.com/supercruise.



Super Cruise availability map of compatible, divided highways.



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Famed Auto Journalist Feared Lost

SAN FRANCISCO (AP) – Authorities using boats and drones searched a Northern California river June 10 for a veteran automotive journalist who went missing while test-driving a motorcycle for a story.

Calaveras County Lt. Anthony Eberhardt said crews were searching the Mokelumne River and a reservoir near the town of Mokelumne Hill for David Gordon Johnson, who was reported missing June 5. Eberhardt said no foul play is suspected.

His girlfriend, Jacklyn Trop, said Johnson, who went by the byline Davey G. Johnson, 44, was heading home after test driving the motorcycle, a Honda CB1000R, for two days in California and Nevada to write an article for *Motorcyclist* magazine.

Trop said she and a friend last heard from him early last Wednesday, when he texted them.

“He said he was tired and alive and well and that he loved me very much,” Trop said.

A few hours later he texted a friend and sent him a photo of himself in the river, she said.

He was reported missing later that day to Sacramento authorities.

Search crews found the motorcycle at a rest stop June 7. The next day, authorities found his clothes, cellphone and a laptop a few feet away from the fast-moving river.

Eberhardt said the river is at a high flow and moving at a rate of 35 mph (56 kph).

Officials have warned the state’s waterways are running cold and fast as the state’s massive snowpack begins to melt and pour water into rivers and creeks.

GM Gives Scholarships to New Generation of Journalists

Chevrolet has driven into the fourth year of Fellowship for HBCU Journalism Students.

Chevrolet and the National Newspaper Publishers Association selected six students from Historically Black Colleges and Universities for the 2019 Discover the Unexpected Journalism Fellowship, said GM spokeswoman Juanita Davis-Slappy. With the help of NNPA editors and reporters, the fellows will travel the country to discover and share positive, inspirational and relevant stories from African American communities during their eight-week summer internship.

The 2019 DTU Journalism Fellows are Tedarius Abrams (Bethune-Cookman), Tyla Barnes (Hampton University), Elae Hill (North Carolina A&T), Miana Massey (Howard University), Emani Nichols (Morehouse College) and Sharon Joy Washington (Florida A&M).

Chevrolet will award each DTU Fellow a \$10,000 scholarship and a \$5,000 stipend, Davis-Slappy said. The students will form two teams of three people, and each team will have access to an all-new 2019 Chevrolet Blazer during their reporting assignments.

The annual DTU program has awarded more than \$330,000 in scholarships and stipends since 2015.

The program started with a select number of schools and, based on the overwhelming response, the online submission process was opened to all HBCU students in their sophomore through senior years with an interest in journalism, communications, mass media or visual arts.

“Our partnership with the NNPA continues to provide a unique platform to connect with young and remarkable storytellers,” said Paul Edwards, U.S.



(left to right): Elae Hill (North Carolina A&T), Sharon Joy Washington (Florida A&M), Tyla Barnes (Hampton University), Tedarius Abrams (Bethune-Cookman University), Emani Nichols (Morehouse College) and Miana Massey (Howard University).

vice president of Chevrolet Marketing. “From the inaugural launch at Howard University to the inclusion of all the HBCUs, it’s Chevrolet’s pleasure to partner with members of the African American community, ensuring a legacy is established for generations to come. We’re thrilled to meet this year’s group of fellows and immerse them in all things Chevrolet.”

“The NNPA is excited to partner with Chevrolet for another year in support of young journalists to amplify community voices across our country,” said NNPA President and CEO Dr. Benjamin F. Chavis Jr. “Having these young journalists in our newsrooms working side by side with our ed-

itors and writers is inspiring and we are committed to including young storytellers’ voices in our reporting.”

The DTU Fellowship takes place June 6-Aug. 1. DTU fellows will work with the *Atlanta Voice*, *Chicago Crusader*, *Houston Forward Times* and *The Washington Informer*. The fellows’ journey be-

gins in Atlanta, where they’ll participate in two days of journalism training with Chevrolet and NNPA leadership before they hit the road to begin their reporting assignments, Edwards said. Their stories will be featured on the NNPA website (www.nnpa.org/chevydtu) throughout the summer.



The Research Center, opened by bill Ford, will help develop new tech.

Ford’s Efforts to Develop AV Tech Reaches Israel

To build the automotive future, OEMs have to take advantage of expertise from around the world.

To that end, Ford Motor Company has opened its Ford Research Center, Israel in the heart of Tel Aviv’s burgeoning technology community, said Ford spokeswoman Katie Dove.

The new center will serve as a research hub augmenting Ford’s global Research and Advanced Engineering team, Dove said. It will also support Ford’s automotive and mobility businesses by identifying tech and start-up companies in the fields of connectivity, sensors, automated-systems research, in-vehicle monitoring and cyber security.

The Research Center, opened last week by Bill Ford, executive chairman, Ford Motor Company, will play a significant role as Ford pursues its vision to become the world’s most trusted company, designing smart vehicles for a smart world. The center will include a vehicle lab to support proof of concept efforts and AI work conducted by the SAIPS team.

Ford has been working with local companies and partners in Israel’s tech community for many years. Through this strong presence, Ford has been able to work with the best technology talent and specialized companies helping to push its research and engineering efforts forward.

“We recognize the importance

of being in one of the world’s leading innovation communities and ecosystems,” said Bill Ford. “This new center is not only an expansion of our existing Research and Innovation centers but provides an opportunity to join a growing innovation community in Israel.”

Ford Research Center, Israel will operate closely with Ford’s subsidiary, SAIPS, led by Udy Danino, founder and CEO, who has also been appointed as Israel Technical Director for the new center. SAIPS is Israel’s leading computer vision and machine learning company, which Ford acquired about three years ago.

“Expanding Ford’s presence in Israel with the new Research Center will allow us to engage with the best technology and leading companies a lot faster, and further support Ford’s goals of bringing together our vehicle and technology expertise to create new solutions to meet the mobility challenges of today and tomorrow,” said Udy Danino.

Ford has had a presence in Israel for nearly a decade working with local tech scouts to identify innovative emerging technologies, Dove said. In 2015, Ford was among the first major OEM to host a developer challenge in Israel. It returned last year to Tel Aviv with its fourth annual MakeItDriveable start-up event, which started in Israel and spread to tech hotspots in Berlin, Dublin and Paris.

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Information Page DECEMBER 8, 2014 contact News Dept

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Published Weekly for the Tech Center and the Immediate Area

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Tech Center News

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TechCenterNews.com

Beckman Proves Mettle at NHRA Race

Jack Beckman finished runner-up Sunday in the 31st annual Menards NHRA Heartland Nationals in Topeka, Kansas, after becoming the fourth consecutive Mopar-powered Dodge Charger SRT Hellcat driver to reach the final round in Funny Car competition on June 9.

Beckman's run to his 59th career final round appearance followed a semifinal run last week-end in Chicago. The road to the final for the driver of the Don Schumacher Racing (DSR) Infinite Hero Dodge Charger SRT Hellcat included encounters with a pair of former champions, including fellow DSR and Hellcat Funny car racer Matt Hagan, before Beckman lost in the final to current championship leader Robert Hight.

Tommy Johnson, Jr. reached the semifinals for the fourth consecutive race after knocking out DSR teammate Ron Capps. Cruz Pedregon and Jim Campbell also made Sunday's field in Hellcat Funny Cars. Leah Pritchett qualified her DSR HEMI-powered Mopar Top Fuel dragster 10th, but was narrowly defeated by Doug Kalitta in the first round.

After qualifying 10th, Beckman found himself facing teammate Hagan in round one with both Mopar-powered machines making their quickest passes of the weekend, and it was Beckman that posted the win with his 3.912 E.T. versus Hagan's 3.925. The two-time Topeka champion backed up his opening run with another stellar pass of 3.940 ET to knock out Tim Wilkerson and earn a semifinal contest with 16-time world champion John Force. Beckman's consistency continued with his machine-like run of 3.970 to set up a rematch of the season-opening final in Pomona with Hight and mark eight times in the first 10 national events in which a Mopar Dodge Charger SRT Hellcat Funny Car driver advanced to the final.

Looking for revenge from his early season defeat, Beckman dug deep to try and even the score, ripping off a .029-second reaction time, but his lead did not last long. Hight pulled ahead almost immediately and held on for the win, ending Beckman's chances at his first Funny Car triumph of the season and 29th of his career.

VW Cash Poses Issue for New Mexico

ALBUQUERQUE, N.M. (AP) – New Mexico officials are giving the public a chance to weigh in on how to spend settlement money connected to the Volkswagen smog device emissions scandal.

The Albuquerque Journal reported Monday that the state Environmental Department has opened the public comment period for a proposal on divvying up the funds.

The state was awarded \$18 million in 2017 after the Volkswagen Group of American acknowledged rigging approximately 11 million of its vehicles with software used to cheat on vehicle emissions tests.

Environmental regulators say some of the Volkswagen vehicles emitted up to 40 times the allowed levels of unhealthy nitrous oxides when operating on the road.

Under the current plan, the state is recommending the money from Volkswagen go toward helping local governments buy alternative-fueled vehicles and electric vehicle charging stations.

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to Bumper
Warranty

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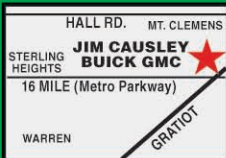
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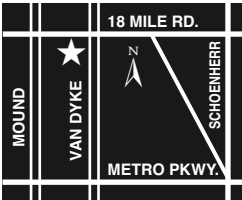
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Uber Trying Food Delivery

WASHINGTON (AP) – Uber is testing restaurant food deliveries by drone.

The company’s Uber Eats unit began the tests in San Diego with McDonald’s and plans to expand to other restaurants later this year.

Uber says the service should decrease food delivery times.

It works this way: Workers at a restaurant load the meal into a drone and it takes off, tracked and guided by a new aerospace management system.

The drone then meets an Uber Eats driver at a drop-off location, and the driver will hand-deliver the meal to the customer.

In the future, the company wants to land drones atop parked vehicles near delivery locations and secure them to the vehicle for the final mile of the delivery.

Last year Uber and the city of San Diego won a bid from the U.S. Federal Aviation Administration to test food delivery by air.

“We’ve been working closely with the FAA to ensure that we’re meeting requirements and prioritizing safety,” Luke Fischer, head of flight operations at Uber Elevate, said in a statement last week.

The company said the knowledge it gains from the tests will help with Uber’s planned aerial ride-sharing network.

Also on June 12, Uber announced that it would team with Volvo Cars to launch its newest self-driving vehicle.

The ride-hailing company said it can easily install its self-driving system in the Volvo XC90 SUV. The vehicle’s steering and braking systems are designed for computer rather than human control, including several backup systems for both steering and braking functions and battery backup power. If the primary systems fail, the backup system will immediately act to bring the car to a stop.

Various sensors will allow Uber’s self-driving system to safely operate and maneuver in urban areas, the company said.

Uber and Volvo Cars partnered in September 2016. This is the third car they’ve developed together.

Uber made the announcement at its third annual Uber Elevate Summit.

Musk: Tesla Is On Track to Deliver Vehicles

MOUNTAIN VIEW, Calif. (AP) – Tesla CEO Elon Musk is assuring the company’s shareholders that the electric car maker is on pace to set manufacturing and sales records during its current quarter after a disappointing start this year.

The forecast made June 10 at Tesla’s annual meeting provided a ray of hope amid worries about the company’s long-term prospects.

Those escalating concerns caused Tesla’s stock price to fall to a three-year low of \$176.99 the first week of June before bouncing back.

The shares climbed more than 3 percent to \$224.40 in June 10’s extended trading after Musk’s prediction.

Tesla’s current quarterly records came during the final three months of last year when it manufactured more than 85,500 vehicles and delivered 90,700 to customers.

Then Tesla’s production and sales slipped during the first three months of this year, according to the company’s sales reports.



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