

## STRIKE UPDATE: UAW Gets to Keep Health Insurance

*Editor’s note – the GM-UAW negotiations are an ongoing process. This is the latest information available at press time.*

DETROIT (AP) – General Motors now says striking workers will get company-paid health insurance, nine days after telling the union that coverage would be cut off.

The automaker said in an emailed letter to the United Auto Workers dated Sept. 25 that employee health and well-being are GM’s top priorities.

The about-face came after workers howled and GM received withering criticism from politicians and on social media about cutting off the benefits.

“These irresponsible actions by General Motors are toying with the lives of hundreds of thousands of our UAW families,” UAW Vice President Terry Dittes wrote in a letter Sept. 26 to Scott Sandefur, GM’s vice president of labor relations. Dittes wrote that public sentiment would “see these actions of GM as a shameful act!”

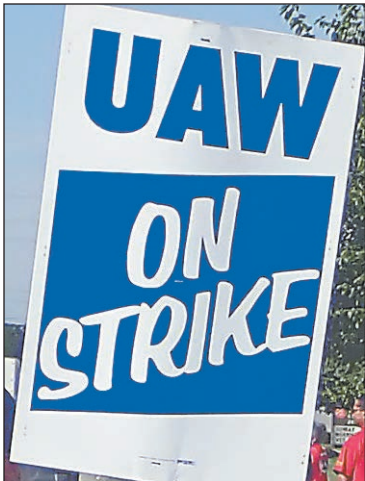
It wasn’t clear how the rhetoric or the health care spat would affect contract talks aimed at ending the strike by 49,000 workers that has shut down manufacturing for nearly two weeks at

more than 30 GM plants across the nation.

“This is an attempt to do what’s right for our employees,” GM spokesman Dan Flores said.

It’s normal procedure in strikes for the cost of health care to shift from the company, which is largely self-insured, to the union. It says on the union website that the UAW will pick up the cost of the premiums. But the timing of when GM ends the health care and when the union takes over is at issue. The UAW said the benefits lapsed, but did not give a date.

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Waltonen’s manufacturing expertise was used to help Bell Helicopter set up a better production line.

## Waltonen Expands Beyond Auto Industry

The last of the 206B JetRanger helicopters rolled off the assembly line in late 2010, bringing to an end a nearly 50-year era for Bell Helicopter of Fort Worth, Texas. Only a few years later, however, they wanted to re-enter the light, single engine aircraft market.

And Bell turned to Waltonen Engineering of Warren to make things happen – fast. “Bell want-

ed to challenge the norms. They didn’t want this program to be bogged down in the bureaucracy that usually takes place in developing an aircraft,” says Tom Poirier, senior account manager at Waltonen. “And we wanted to help find a way to make this program viable. We like these kind of challenges; it’s what makes us get up and go to work in the morning.”

Bell’s plans for its 505 Jet Ranger X called for a “bolt-together” aircraft, a modular unit assembled in a higher volume production environment than most programs, with an ultimate goal of rolling them off the assembly line and into the flight line at a pace of one unit per day, Poirier said.

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## 2020 NAIAS Summer Opening Lets Event Show Off the City of Detroit

by Jim Stickford

Moving the North American International Auto Show (NAIAS) from January to June means more than just changing dates on a calendar – it means the event can expand outside the confines of the TCF building (formerly called the Cobo Center) to the streets of Detroit.

Doug North, owner of Westland-based dealership North Brothers Ford and head of the 2020 NAIAS, spoke to reporters at a special gathering held last week at the Detroit Athletic Club and sponsored by the Automotive Press Association.

By moving the show from the

cold of January to the warmth of June, the event will allow for OEMs and suppliers to do more, including hold events outside.

“There will be dozen of events, both indoors and outside,” North said. “Things will spill out from the TCF Center. We will have two million more square feet in which to put on the show. The foundation of the show will still be the two days of reveals during the press portion of the show. But we will have more technology on display, more move AV content, more mobility content.

“We certainly expect the economic impact of the 2020 show to be greater in June with 70 degree temperatures than a show in

January with freezing cold and snow.”

And having the show in June places it firmly in the middle of several events – the Detroit Grand Prix, the Rocket Mortgage Classic PGA golf tournament and the Ford Fireworks – that bring a lot of life to downtown Detroit.

After North spoke, Tim Stevens, editor at large / Roadshow, moderated a four person panel. They talked about how the 2020 auto show is reflecting and adapting to the rapid change the auto industry is currently experiencing.

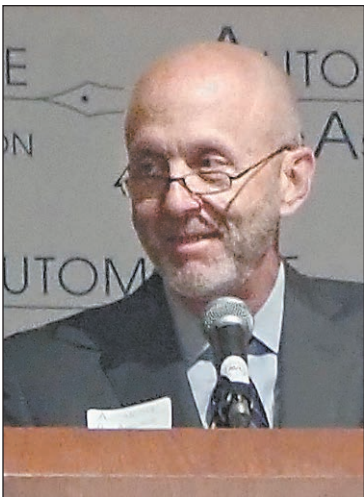
The panelists were Beth Chappell, director of Special Programs for NAIAS; Mark De La Vergne, of

the Detroit Mayor’s Office; Elsie Felds, a connected vehicle specialist at MDOT; and Amanda Roraff; director of Technology for PlanetM.

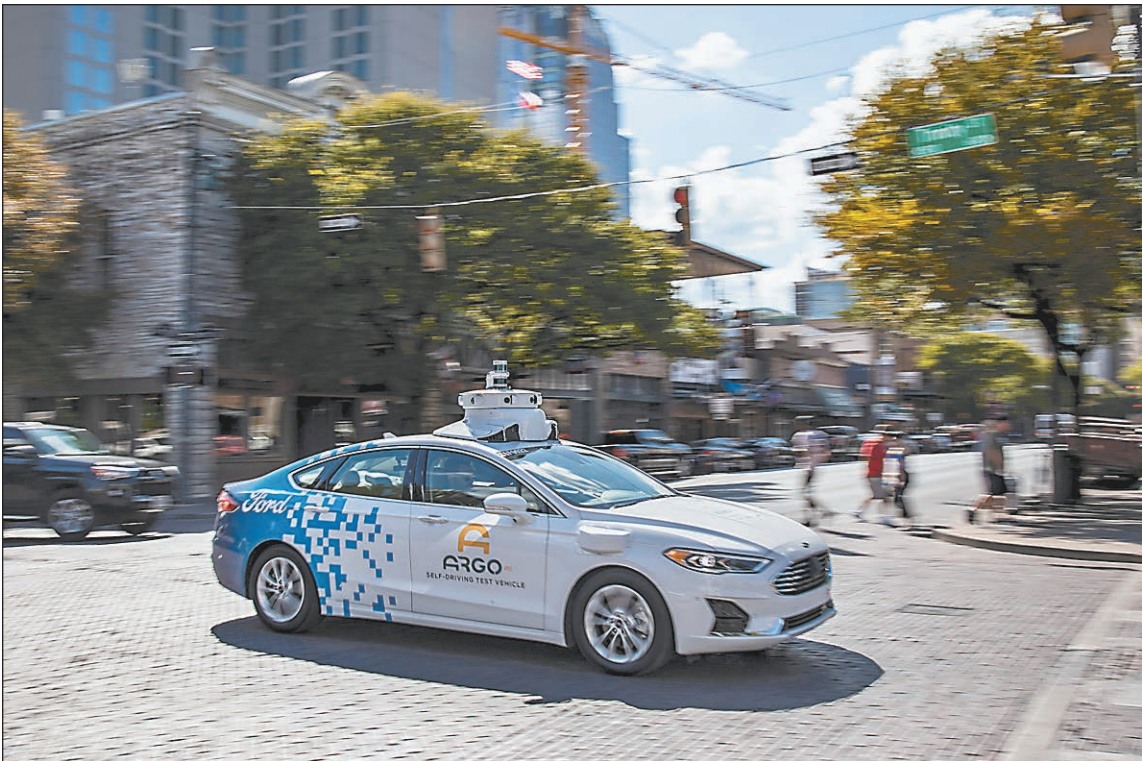
Roraff said that part of PlanetM’s strategy as a full concierge service for mobility-focused startups, companies or investors, is to use the 2020 NAIAS to show off the technology that is out there and being developed to its customers. It’s a chance to get everyone together in one place, and it’ll be warm outside, something that doesn’t hurt.

Felds said that while AV tech is being displayed at the show, it’s

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Doug North



The city of Austin, Texas, is the latest environment in which Ford is using to develop autonomous driving.

## Ford Expands Testing AV Tech on Urban Streets

Developing an autonomous car means testing it in real-world driving conditions.

And as the first city to allow a self-driving test vehicle on public streets, Austin is no stranger to experimentation. said Sherif Marakby, CEO, Ford Autonomous Vehicles LLC.

“And we think now is the perfect time to continue exploring how this technology can become an important part of a city’s transportation infrastructure – and make people’s lives easier,” Marakby said. “At Ford, we’re excited to announce Austin will become our third launch market for self-driving vehicles, along with Miami-Dade County and Washington, D.C. It’s easy to love Austin for the live music, its emergence as a prominent tech hub and even the bats. We are

excited to bring more transportation solutions to a growing city that is beloved by visitors and community members alike.”

In each of the last eight years, Austin has been the fastest growing metro region in America, according to the U.S. Census Bureau. That growth has been felt by residents, as it provides new jobs as well as a diverse food and entertainment scene, but it has also affected how Austinites travel throughout the city. The Capital Area Metropolitan Planning Organization predicts vehicle use in the Austin region could double by 2040, while highway capacity will only grow 15 percent.

“Simply put, Austin has to look towards diverse and innovative

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## 2020 NAIAS Show Should Show City In Warmer Light

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important for MDOT to speak with firms about their needs and to calculate how the public can benefit from this new tech.

"We at MDOT have a lot more openness to these new concepts," Feld said. "We are all trying to figure to be better. We know we have to change the way we operate. MDOT no longer is just a department that builds roads. We have to figure out how technology will affect infrastructure and what technology to use."

De La Vergne said that said that the city of Detroit is eager to work with national and international companies on testing AVs within the city. But he also said that it's the state that sets the rules.

"We're different from MDOT," De La Vergne said. "We're just a small piece of a larger puzzle. I will say that there will be growing pains with this AV tech and we will have to work through the difficulties together."

Stevens then spoke about how the 2020 show will have 13 acres of space inside and outside TCF. He asked how the vendors would take advantage of that.

Felds said that there will be different modes of transport set up around TCF. This includes shuttles that will take people to different displays outside at locations such as Martius Park.

People will have the opportunity to ride AVs and see how they work in an urban environment.

Chappell said that both large and small companies that have a presence at the show will have to take the development of AV tech and the steps needed to create it in a inviting environment seriously, especially if people want Michigan to prosper as a center of development for the technology.

"We will need to work hard to find out what is needed for Michigan to succeed," Chappell said.

"There will be centers of AV and EV expertise around the world and if we're one of them here in Michigan, shame on us. We, both business and government, will all have to grow in the same direction, and you don't see that often."

The final question of the day was how would Detroit handle the media of the world at the 2020 show.

De La Vergne said that hopefully, it wouldn't rain. But he said that the show will be taking over areas around the TCF center and it's up to the city to make sure that everyone involved in the show get the support needed for it to be a success.

But he added that the 2020 NAIAS show will be just first held in June. It is fully expected by everyone involved that the show will continue to grow and evolve. What happens in 2021 could be different from what happens in 2020.

# Warren Teacher Goes Hunting in Canada for Cable Show

Layout blinds pop open, shotgun barrels elevate and waterfowl drop from snowy skies will be some things seen during long-time Warren educator David Potter trip to Meadow Lake, Saskatchewan, on an episode of the Union Sportsmen's Alliance's (USA) "Brotherhood Outdoors" television series airing the week of Sept. 23 on the Sportsman Channel.

Potter, a member of the Michigan Education Association, has taught physical education skills to students in the Royal Oaks School District for 30 years, said Dan Johnson, spokesman for USA.

As the district's strength coach, he also helps build student athletes who participate in all types of sports. When time permits, he's also an avid waterfowl hunter.

"I've been part of some very good hunts in Michigan," he said, "but nothing I've experienced here can compare to the three days I spent in Saskatchewan with Safari River and Goose Haven Outfitters. We shot greater and lesser Canadas, specklebelly and snow geese in the mornings, and ducks – mostly mallards – in the afternoons."

"While we were in the blinds with our guide, another team of guides would scout the best possible locations for the next day's hunts, which meant that we'd see thousands of birds on each hunt every day. It was amazing."

The Outdoor Channel Web page states "Brotherhood Outdoors showcases the stories of selected Union members as they embark on a hunt of a lifetime. Produced by the award-winning production studio Rusted Rooster, Brotherhood Outdoors features an innovative format with no formal host. Each episode will follow different Union members as they share their own personal

histories and experiences before heading out on memory-making hunts across the country. It's authentic commentary from the ones who have actually lived it. These are their stories ... in their own words. This is Brotherhood Outdoors."

As with every episode of "Brotherhood Outdoors," Potter's episode also explores how this hard-working union member makes a difference on the home front, Johnson said. In Potter's case, viewers get a firsthand glimpse into the lifelong educator's tireless efforts to enrich his students' lives and build their self-confidence.

Along the way, the show also offers snapshots of the USA's community-based conservation, public access, outreach and mentorship efforts executed by an all-volunteer union labor force.

USA Director of Corporate Partnerships Brian Dowler was Potter's host during the trip. Through the non-stop action in the fields and surrounded by the comfort of the outfitter's lodge, the pair became fast friends.

"Because of 'Brotherhood Outdoors' unique format, we're lucky enough to get to meet a new USA member on every show we host," said Dowler.

"And when I met Dave it didn't take long to confirm that he deserved to be on the show. He's a great role model for educators; he cares about his students and it was obvious that his family was really important to him. I am fortunate to meet a lot of people, but the USA members we meet for this show always turn into lasting friendships."

"Hunting and hanging out at the lodge with Brian and the crew was a blast," said Potter. "The entire trip was more than I could have ever dreamed. It was absolutely incredible."



Potter hunting in Canada on an episode of "Brotherhood Outdoors."

Potter episode first aired on the Sportsman Channel Sept. 24 at 4 p.m. Eastern. It through the rest of the week.

Produced by Rusted Rooster Media, Brotherhood Outdoors invites hardworking and deserving union members on fishing or hunting adventures of a lifetime. Throughout the season, viewers can tag along with

guests in pursuit of black bears on Vancouver Island, permit and bonefish in Mexico, waterfowl and whitetails in Saskatchewan and more.

For a complete listing of all upcoming episodes, visit thesportsmanchannel.com/show/brotherhood-outdoors/81966. To watch episodes online, visit myoutdoortv.com.



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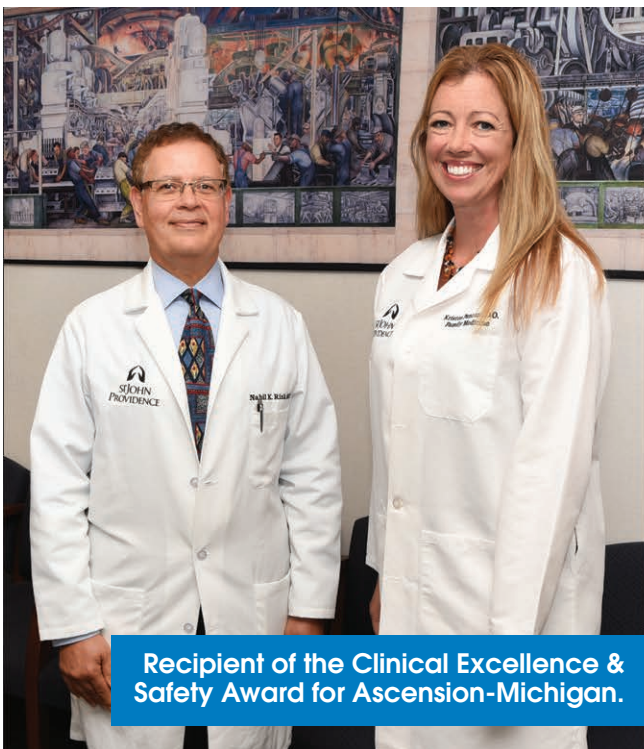
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## Waltonen Manufacturing Expertise in Demand

CONTINUED FROM PAGE 1

Speed to market was critical. They targeted a quick, three-year product development cycle from design concept to production aircraft delivered to customer. And Waltonen was up for the task.

"We provided the first piece of the puzzle – proving Bell could produce a functioning bolt-together aircraft," Poirier said. "Using PLM software from our partner company Geometric Solutions, we produced Variation Analysis (VSA) models that showed Bell a bolt-together aircraft was indeed feasible."

The folks at Bell were impressed enough to say, "What else can you do for us on this project?" Poirier said the company's response was, "Waltonen has been a manufacturing systems design company for nearly 60 years, and we'd like to design the tooling required for the FTV's (Flight Test Vehicles). We will design them in such a way as to make them easily convertible into production tooling while allowing your product design to mature without substantial impact to the tooling. And if you want us to build and install those for you, we can do that too."

For the FTV tooling we worked closely with the Bell design team in order to execute a virtually simultaneous product and tooling design engineering effort, which helped significantly shorten the product development cycle.

"In addition to using the most current and sophisticated CAD and CAM software from Geometric Solutions, our build facility, Independence Tooling Solutions executed the build of the tools that Waltonen designed," Poirier said.

Waltonen installed the tooling and using our in house inspection equipment, re-certified the FTV tooling at the manufacturing facility. For its contributions to the program up to this point, Waltonen was honored with a Recognition Award from the Program Management Team and the Senior Management of Bell Helicopter at a program luncheon in Ft. Worth.

While the FTV's were being

flown, the production configuration of the product design was still maturing, as Bell's design team took input from the FTV data and lessons learned from the FTV builds, Poirier said. When they felt the product was mature enough to start talking about how the production line would look, Bell came back to Waltonen for help. "Will you help us figure out how to break down the product in order to make one a day?" "We'd be glad to."

The Waltonen team went about the task of developing a lean tooling and assembly methodology that minimized the amount of tooling necessary and touch labor in order to keep the cost down for the aircraft.

Once again working closely with the Bell design team, we developed a sub-assembly breakdown and corresponding tooling configurations that met the one per day rate requirement of the production line.

"We developed an assembly line layout for the space allocated for the tooling and support equipment necessary to produce the helicopter structure," Poirier said.

"This needed to be a modular type build that could stretch and be expanded as the line rate moved up from the initial pace to the one per day optimal rate."

Once the configuration was agreed upon by Bell and Waltonen, the tooling design was executed by Waltonen and approved for build by Bell. Meanwhile, the FTV tooling was returned to Waltonen to be reconfigured for production.

Independence Tooling Solutions completed the re-configuration of the existing tools and the full build of the new tools and sent them to the assembly plant where the Waltonen team did the final installation and re-certification.

All of this was done prior to the final release of the Bell Product design. The Waltonen team developed tooling for the Cabin, Truss, Tailboom, Doors, Floor Panels, and Firewalls. Waltonen also developed the Master Gage Tooling necessary to control critical matching interfaces of the helicopter.

Some of these critical interfaces drove tooling requirements to +/-0.002, Poirier said.

"The 505 Jet Ranger X project for Bell Helicopter is one demonstration of how we have the right people, the right processes and the right technologies to partner with our customers throughout the entire product development cycle," Poirier said. "From complex engineering analyses to tooling design and manufacturing systems development, build, certification, installation, and support services."

"Waltonen can leverage our group of companies to meet our customer's challenges. In short we showed them we could take their idea, prove that it worked, move it through an engineering phase where all the requirements and steps are established, then build, execute, and deliver the final pieces needed to build their product."



Tom Poirier

Bell saw Waltonen as an extension of them and an integral part of the team that was needed to push the program forward and bring the 505 Jet Ranger X to reality. This entire scenario generated what Poirier calls, "an ideal reflection of what Waltonen can do."

## Warren Library Offers Fun Gatherings

The Civic Center branch of the Warren Public Library will be hosting a two-hour class on how people can find information quickly and efficiently using the Google search engine.

It will be held on Monday, Sept. 30, starting at 9:30 a.m. Those attending will learn the basics on how to make searches more effective and learn about specialized Google services such as Google Images, Google Reader and Google Maps.

On Thursday, Oct. 3, Linda Hannah of Hat Moments will give a presentation on the fashion history of hats, said Warren librarian Paul Konkolesky.

The gathering will last one hour, starting at 6:30 p.m. It will be held in the conference room next to the main entrance of the Civic Center branch located in the Warren City Hall. Call 586-751-0770 to reserve a spot.





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# FCA Simulator Helps Vehicle Testing Process

Testing how cars perform is one of the vital jobs of designers and engineers. Being able to test how vehicles perform using a simulator can really iron out problems before going to the physical testing phase. And that's why FCA has acquired its latest simulator.

The FCA Automotive Research and Development Centre (ARDC) inaugurated a new Vehicle Dynamics Simulator (VDS) lab today, launching the most advanced driving simulator technology available in North America, said FCA spokesman Nick Cappa. With nine directions of movement and specific driver calibration, the new simulator closely duplicates the actual driving experience.

"Our new VDS is cutting-edge technology that emulates a vehicle's driving dynamics in a real time, virtual environment," said Tony Mancina, head of Engineering, FCA Canada. "This new technology offers the driver a customized virtual immersion that replicates the ride and handling of a specific vehicle on a multitude of simulated road surfaces and driving environments."

Most driving simulators make use of six actuators to deliver six "degrees of freedom." However, to accurately reproduce vehicle ride, handling and acceleration characteristics, the FCA VDS system uses nine actuators to create additional ranges of motion that create a closer immersion to an actual vehicle, Mancina said.

A notable feature of the new VDS is a three-micron cushion of air, which floats the entire 4.5-ton motion platform above the floor like a hovercraft or air-hockey puck, allowing for a quiet and seamless motion via the massive electric actuators.

The new simulator has the

ability to add subsystems, such as brake and steering, Anti-lock Brake System (ABS) and Electronic Stability Control (ESC), to create a hardware in the loop test bench to better meet functional targets. This strategy helps reduce product development times and lower project validation costs.

"The ability to simulate a drive experience with hardware in the loop is key to our engineering efforts and assists in identifying design changes much earlier in the development process," said Rob Wichman, head of FCA Vehicle Engineering. "By using simulators, we can create a virtual environment to assess the ride and handling of a vehicle, perform tests on sensor technology for

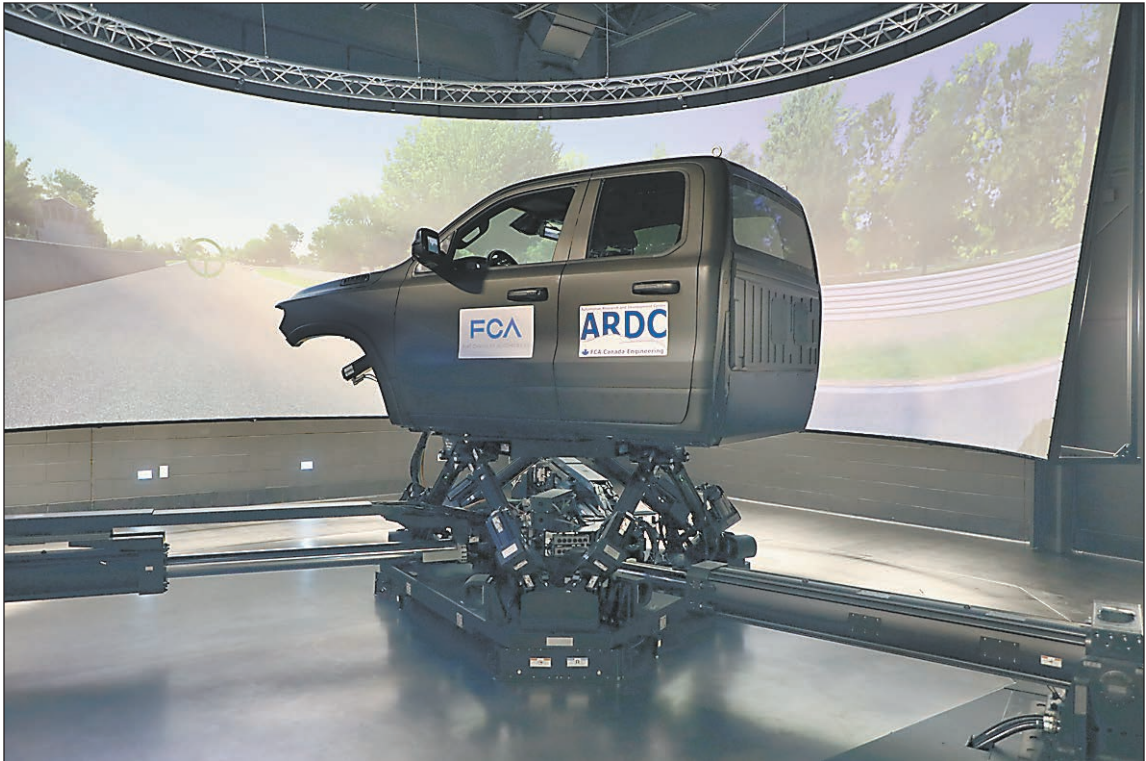
Advanced Driver Assistance Systems (ADAS) applications, evaluate different Human Machine Interface (HMI) configurations, and test for driver distraction and distraction remedies."

The simulator can be fitted with any vehicle body, road and environment. To create a visual experience on the five projector screens, data is collected by scanning the environments and the different roads, such as FCA's proving grounds in Chelsea. The data is then stitched together to create a real-time virtual environment that can include elevation changes, off-camber roads and potholes.

Initially, the VDS will be used to support Chassis Vehicle Dynamics, but in the future will be

used to support development of ADAS and HMI systems, Mancina said. With an overall investment of \$10.1 million CAD, including support from the Ontario government through the Southwestern Ontario Development Fund, FCA worked with VI-grade, the developer of the new driving simulator technology.

Opened in May 1996 with a \$30 million (CDN) investment, ARDC was the first partnership of its kind in Canada that linked industry and academia. With a total Research and Development spend in Canada now exceeding \$1 billion, the ARDC benefits all partners. The facility is equipped with six road-test simulators, proprietary software development and a range of research.



The FCA simulator in the company's ARDC facility has nine directions of movement.

## MCC University Center Open House Here

The Macomb Community College University Center in Clinton Township will hold an open house on Wednesday, Oct. 2, from 4:30 to 7 p.m., to provide prospective students with information about the 75 bachelor-degree completion, master's and doctoral degree programs available through its 12 partner institutions.

Representatives from the partner institutions will be on hand to discuss the degree programs they offer at the Macomb University Center:

- Central Michigan University
- Davenport University
- Ferris State University
- Madonna University
- Michigan State University
- Northwood University
- Oakland University
- Rochester University
- University of Detroit Mercy
- Walsh College
- Wayne State University
- Western Michigan University

Academic counselors and advisors, and admissions and outreach staff will be on hand to assist students, as well as the college's Office of Veteran and Military Services. Representatives from Macomb County Veterans Affairs and from Michigan Works! also will be available.

At 5:30 p.m., Kevin Chandler, dean of university relations, Macomb Community College, will provide an overview of the resources students can access on Macomb's campuses and website regarding a seamless and successful transfer, including transfer guides with Macomb's four-year partners and transfer scholarships.

Registering at [macomb.edu/UC](http://macomb.edu/UC) is encouraged.

## EVs Require Fewer Workers to Manufacture

by TOM KRISHER  
AP Auto Writer

DETROIT (AP) – If U.S. consumers ever ditch fuel burners for electric vehicles, then the United Auto Workers union is in trouble.

Gone would be thousands of jobs at engine and transmission plants across the industrial Midwest, replaced by smaller workforces at squeaky-clean mostly automated factories that mix up chemicals to make batteries.

The union is keenly aware of this possibility as it negotiates for the future as much as the present in contract talks with General Motors. Meanwhile, more than 49,000 union workers are on strike against the company and have shut down its factories for the past six days.

GM CEO Mary Barra has promised an "all-electric future," with the company going through a painful restructuring to raise cash in part to develop 20 electric models that it plans to sell worldwide by 2023.

In the contract talks, GM has offered to build an electric vehicle battery factory in Lordstown, Ohio, where the company is closing an assembly plant. The automaker, according to a person briefed on the offer, wants the plant to be run by a joint venture or a battery company. It would be staffed by far fewer union workers who would be paid less than the \$30 per hour that UAW members make on the assembly lines, said the person, who didn't want to be identified because contract details are confidential.

For the union, getting the top pay at Lordstown is crucial because battery jobs could one day supplant many of those at GM's 10 U.S. powertrain factories that now employ more than 10,500 hourly workers. Also at stake is

the future of the union, which has lost high-paying auto jobs over the past 30 years, said Sam Abuelsamid, an analyst for Navigant Research who follows the auto industry.

"I can see why the UAW would reject such a deal," Abuelsamid said. "To accept a lower wage tier for employees at Lordstown or any other plant where GM wants to do something similar, I think that would be foolish for them."

For the company, however, the lower wages are needed to keep costs competitive with other automakers who will contract out battery cell and pack manufacturing to nonunion factories that pay less than the UAW wage, Abuelsamid said. GM also must reign in expenses as it tries to sell more electric vehicles, which now are more expensive than those powered by gas, he said.

The company won't give details about how many workers would be employed at the Lordstown battery plant or how much they'll be paid. But the number won't be anywhere near the \$30 an hour top wage at the assembly plant, which two years ago employed 4,500 people making the Chevrolet Cruze compact car.

The only GM plant comparable to what's being proposed in Lordstown now sits in Brownstown Township, Michigan. About 100 UAW workers there took battery cells made by LG Chem in Western Michigan and combined them into packs for the Chevrolet Volt rechargeable gas-electric car. The Volt was canceled last spring, and now 22 remaining workers make hybrid battery packs and assemble autonomous vehicle equipment.

In 2009, the UAW agreed to a lower wage of \$15 to \$17 per hour at Brownstown to help get the Volt started.

While there is potential for growth if electric car sales take off and more batteries are needed, no one is sure when or if that will happen in the U.S. Few are predicting that Barra's "all electric future" is coming soon and the Trump administration has proposed rolling back fuel economy requirements.

Fully electric vehicles currently make up about 1.5 percent of U.S. new vehicle sales, and LMC Automotive forecasts it will rise to only 7.5 percent by 2030. The forecasting firm doesn't see EV sales hitting 50 percent of the market until at least 2049.


Globally it's a different story. Navigant sees growth from just over 1 million sales last year to 6.5 million by 2025. The surge is expected because of government incentives and fuel economy regulations in China.

Currently, GM loses thousands on each Chevy Bolt electric car it sells, and it hasn't been able to mass produce enough of them to bring the cost down. Without large-volume production, it's tough to cut the price. Paying full union wages at Lordstown would push costs up.

"You can't be at a cost disadvantage in a market that's in its infancy," said Jeff Schuster, senior vice president for LMC.

Even if the union is successful at getting higher wages at battery plants, engine and transmission jobs will someday start to disappear, Abuelsamid said.

He estimates that it will take only 25 percent to 50 percent of the current engine and transmission workforce to build battery cells, packs and electric motors. GM and others also could keep outsourcing battery cells and packs to nonunion plants as General Motors does now for the Bolt.





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# Women of Ford Donate Time to ‘Global Day of Service’

Ford Motor Company’s Legal Alliance for Women is spearheaded another Global Day of Service this month to assist nonprofit organizations worldwide in supporting the empowerment of women and girls. Employees from more than 70 law firms will join Ford volunteers working at homeless shelters and food banks, and performing pro bono legal work to help make people’s lives better.

The vision of this Global Day of Service on Sept. 24 is to help community organizations that are supporting educational opportunities, addressing health and legal issues and advancing programs that benefit women and girls, said Ford spokeswoman Stafanie Dunham.

This effort, bringing together volunteers from 30 states throughout the United States and eight additional countries – including Argentina, Brazil, Germany, Mexico, Spain, Thailand, the United Kingdom and Venezuela – aims to make a positive impact in the communities where Ford and its partners conduct business.

“Community service with a resolute focus on positively impacting the lives of women and girls is particularly important because of the exponential impact strong and thriving women have on our communities,” said Bradley Gayton, general counsel, Ford Motor Company. “It is not only gratifying to serve, it is an important part of the Ford Fund’s mission to build stronger communities.”

Ford’s Legal Alliance for Women and partner law firms in southeast Michigan also participated in the Project Clean Slate Expungement Fair in Detroit on Sept. 28. They worked with eligible city residents to get their criminal records erased so they

can pursue better employment opportunities, Dunham said.

“The passion we share in advocating for and serving our communities extends beyond this one day,” said Beth Rose, chief compliance officer, Ford Motor Company, and chairperson of Ford’s Legal Alliance for Women. “This is part of who we are as individuals and drives our community service year-round.”

This Global Day of Service is part of Ford Global Caring Month, the signature annual event of Ford Volunteer Corps. Throughout September, thousands of Ford employees team up to perform community service work in 34 countries, Dunham said.

Ford volunteers feed the hungry, install clean water systems, renovate schools and shelters, build homes, and mentor young men and women to help make people’s lives better.

“Ford volunteers play a vital role in demonstrating Ford’s commitment to become the world’s most trusted company,” said Todd Nissen, director, Ford Volunteer Corps. “We appreciate

all they do to make the world a better place for everyone.”

The Ford Volunteer Corps is the heart of a global network that enlists thousands of employees annually. Ford Global Caring Month is the largest concentration of Ford employees performing service work in communities globally, but Ford volunteers are engaged

year-round at food banks, care facilities and schools.

Since its launch in 2005 by Executive Chairman Bill Ford, Ford Volunteer Corps has contributed 1.7 million hours of community service in 50 countries, representing nearly \$45 million of in-kind community investments, Dunham said.



Lani Duffy checking paperwork at the 2018 Expungement Fair.

# General Motors-UAW Strike Talks Continue

CONTINUED FROM PAGE 1

Sandefur wrote in his letter that GM has chosen to work with health providers to keep benefits fully in place for workers “so they have no disruption to their medical care, including vision, prescription and dental coverage.”

Another GM plant, this time in Mexico, has been forced to close due to parts shortages caused by the strike, the company confirmed Thursday. An engine factory in Silao, Mexico, which employs 500 people, has closed, the company said, but pickup

truck assembly and transmission plants at the same site remain open. Workers can take vacation time or they’ll get an unspecified portion of their pay, GM said. One plant and part of another have been closed in Canada.

Contract talks continued into the evening of Sept. 26, a day after Dittes wrote a letter to members saying that committees had finished their work and the talks had moved to the main table of top bargainers, a sign of progress.

Experts say the top bargainers would have to decide con-

tentious economic issues such as wages, profit sharing, giving temporary workers a path to full-time jobs, products for plants General Motors wants to close and other issues that could take a lot of time.

On Detroit-area picket lines Sept. 26, workers said GM’s restoration of health care benefits makes them think that a contract agreement is near.

“That tells you we’re getting closer,” said worker Lee Harris, as he walked the picket line at an engine and transmission plant in the Detroit suburb of Romulus.

# Ford Picks Another City For AV Vehicle Testing

CONTINUED FROM PAGE 1

ways to move people around,” Marakby said. “At Ford, we think self-driving vehicles have an important role to play in the future of our cities. As we continue to move towards the commercial launch of our self-driving vehicle services, we are expanding our testing operations in Austin in collaboration with Argo AI. This includes working closely with city and state officials and community partners to help ensure we are properly integrating our plans into the wider transportation system.”

Ford and Austin officials believe self-driving vehicles can be part of a comprehensive mobility solution by providing wider access to transportation and more efficient goods delivery.

For its part, Texas has signaled ambitious plans for self-driving technology, passing a bill governing autonomous technology in the state while creating a Connected and Autonomous Vehicle Task Force to further study self-driving vehicles. Austin continues to be a huge proponent of innovation, becoming the first city in the world to host a driverless vehicle on public streets and forming a Smart Mobility Office that’s focused on quickly piloting new tech.

“This commitment is part of what makes Austin such a great place to launch a self-driving vehicle business, but it’s just the start,” Marakby said. “We believe that if you want to successfully launch a self-driving service that improves people’s lives, you can’t just drop into a city and start rolling cars out onto the streets. You need to develop a comprehensive understanding of

what people and local businesses would find useful – and that’s exactly what we’ll be doing over the next few years.

“As we start mapping roads and testing our self-driving system in Austin, we will also conduct business pilots to see how we can best deploy our vehicles. With a large university campus at its core and a vibrant, growing downtown – not to mention a dense population that’s open to ride-hailing – there is an opportunity for self-driving vehicles to perform a wide number of services. As part of our work in the community, we want to engage businesses and community groups about how this new technology can be deployed to help enhance their day-to-day lives.”

Almost 75 percent of Austinites commute by driving alone in personal vehicles, said Austin Mayor Steve Adler.

“This is simply unsustainable. Our 20-year goal is for at least 50 percent of people to take advantage of other transportation options, like buses or bicycles,” Adler said. “With our region’s population on track to double in the next 20 to 25 years, it’s clear we need to re-think how our right-of-way is used if we want people to be able to move around our city.”

More specifically, Austin sees great potential in two key areas, Adler said. The first is accessibility. In the future, self-driving vehicles have the potential to increase transportation choices for community members who previously had limited options.

Second is safety. According to national findings, 94 percent of crashes now are related to human error. AVs have the potential to drastically lower that statistic.

# Feds Expanding FCA Diesel Investigation

DETROIT (AP) – Federal prosecutors on Sept. 24 expanded a criminal investigation of the auto industry by charging a FCA engineer with rigging pollution tests on more than 100,000 diesel pickup trucks and SUVs sold in the U.S., the first indictment since a wave of similar cases against VW and its managers.

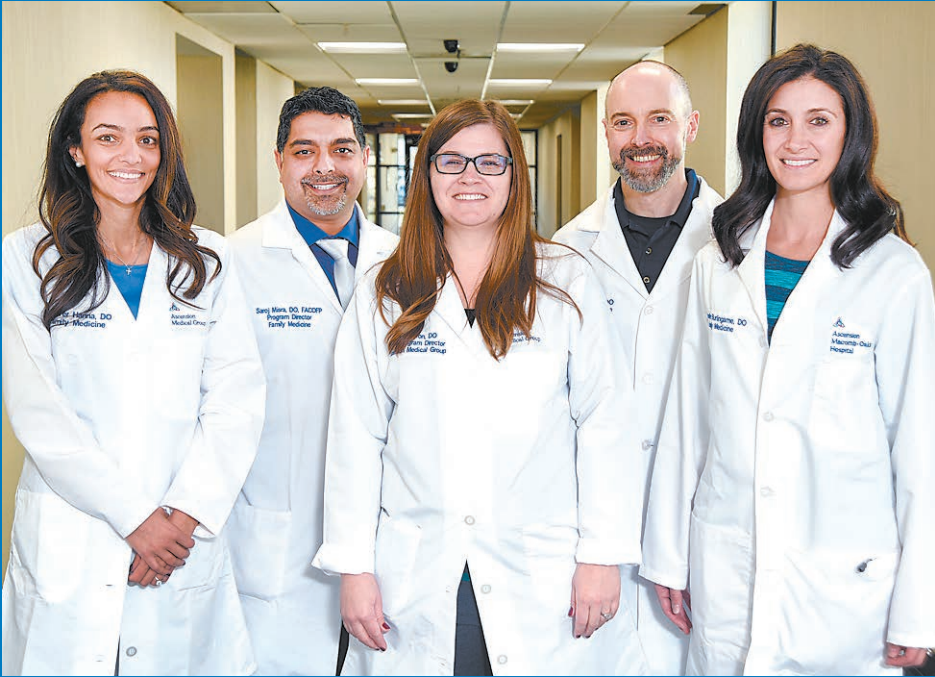
The alleged scheme involving Emanuele Palma isn’t as large as the Volkswagen emissions scandal, which involved nearly 600,000 vehicles. But the charges show that investigators are still on the case, months after Fiat Chrysler agreed to a \$650 million civil settlement and said it would fix Jeep Grand Cherokees and Ram 1500 trucks with “EcoDiesel” engines made between 2014 and 2016.

Palma is charged with conspiracy, violations of the federal Clean Air Act, wire fraud and making false statements.

Prosecutors allege that he manipulated software to make the pollution control system perform differently under government testing than during regular driving. An expert said the mention of co-conspirators in Palma’s indictment suggests more people could be charged.

“As a result of his engineering decisions, his management, his lies, these vehicles on the road emitted dramatically higher pollutants than were allowed by law,” Assistant U.S. Attorney Timothy Wyse told a judge in U.S. District Court in Detroit.

U.S. Magistrate Judge Elizabeth Stafford rejected Wyse’s request that Palma, a native of Italy who still works at Fiat Chrysler, wear an electronic monitoring device while he’s free on bond.



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# Germany Slams VW's Bosses

by GEIR MOULSON and DAVID McHUGH  
Associated Press

BERLIN (AP) – German prosecutors said Sept. 24 they have charged Volkswagen CEO Herbert Diess, Chairman Hans Dieter Poetsch and former CEO Martin Winterkorn with market manipulation in connection with the diesel emissions scandal that erupted in 2015.

The three men are accused of deliberately informing markets too late about the costs to the company that would result from the scandal, prosecutors in the city of Braunschweig said.

That, they said in a statement, meant the executives had improperly influenced the company's share price.

Winterkorn resigned shortly after the scandal became public. Poetsch was chief financial officer at the time and became chairman of the supervisory board in late 2015. Diess arrived at the company shortly before the scandal broke and was initially the head of its core Volkswagen brand.

Winterkorn was succeeded as CEO by Matthias Mueller, who was then replaced by Diess in April 2018.

Volkswagen could not immediately be reached for comment. Its shares dropped 2.4 percent on the news.

The charges raise the prospect that Diess would have to spend significant time on his defense at a point while the company is facing a challenging transition toward producing more electric autos and providing services such as carsharing through smartphone apps.

It is not unprecedented for a German CEO to continue while fending off charges. Deutsche Bank CEO Josef Ackermann was

required to spend two days a week defending himself against charges of breach of trust in connection with his duties as a board member of mobile phone concern Mannesmann. Ackermann, who is no longer CEO, was found not guilty in 2004.

Volkswagen admitted installing software in its diesel cars that turned on pollution controls when vehicles were being tested and switched them off during everyday driving. That made it look as if the cars met tough U.S. limits on harmful pollutants known as nitrogen oxides.

In all, some 11 million cars worldwide were equipped with the illegal software.

The diesel scandal has cost Volkswagen more than 30 billion euros (\$33 billion) in fines, recall costs and civil settlements.

The automaker apologized and pleaded guilty to criminal charges in the United States, where two executives were sentenced to prison and six others charged, although they could not be extradited.

## \$5M Gift Helps Ann Arbor School System

ANN ARBOR, Mich. (AP) – A \$5 million donation to the University of Michigan aims to create educational and professional opportunities for disadvantaged Detroit-area youth and young adults.

The Ann Arbor school announced Sept. 24 that half of the gift from Joan and Sanford Weill's Family Foundation will create the Youth Fund. That's intended to support collaborations with NAF, a national nonprofit with 20 career-themed academies in Detroit.

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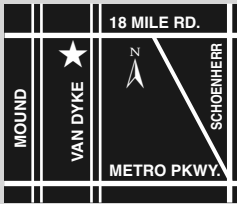
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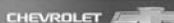
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