

GM, Union Settle!

Pending Rank & File Approval

Editor's note – the GM-UAW negotiations are an ongoing process. This is the latest information available at press time.
by TOM KRISHER,

DETROIT (AP) – Striking General Motors workers will stay on the picket lines for at least another week until they vote on a tentative contract with the company.

Factory-level officials from the United Auto Workers union voted to recommend the agreement to members at a daylong meeting in Detroit Oct. 17. But they also voted not to return to factories unless members approve the deal.

About 49,000 workers have been on strike for more than a month, paralyzing GM's U.S. factories and costing the company an estimated \$2 billion.

On Oct. 16, the company and the UAW reached a deal that would give workers a mix of pay raises, lump sum payments and

an \$11,000 signing bonus. In return, the contract allows GM to proceed with factory closures in Lordstown, Ohio; Warren; and near Baltimore.

Details on the four-year pact were posted Oct. 17 on the UAW Web site as factory level union officials met to decide if they'll approve the deal.

Workers went on strike Sept. 16, crippling the company's U.S. production and costing it an estimated \$2 billion.

The Detroit Hamtramck plant, which GM wanted to close, will stay open and a new electric pickup truck will be built there. Meanwhile, the Lordstown area will get a new battery factory that is expected to employ 1,000 workers. In addition, a company called Lordstown Motors could also set up an electric commercial vehicle factory that would initially employ 400 workers. But neither of those would come

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FCA's Warren Truck Plant Building New Paint Shop

Construction continues.

That's the latest on the updating of FCA's Warren Truck facility that's getting ready to assemble the new Jeep Wagoneer.

A giant industrial crane last week hoisted a nearly two-story-tall piece of steel high into the blue sky and dropped it into place to mark the first column raised for the Warren Truck Assembly Plant's new paint shop.

The steel column is the first of nearly 7,500 pieces that will be lifted into place to form the frame of the new 300,000-square-foot facility expansion that includes a paint shop and offices.

Installation of the steel columns is one of the first visible signs of FCA's \$1.5 billion investment to retool Warren Truck for production of the new Jeep Wagoneer and Grand Wagoneer,

along with their electrified counterparts, said Edward Cardenas, multimedia editor for FCA.

Before a single piece of steel could be installed, crews removed the existing parking lots and prepared the area for the expansion. Once cleared, 280 caissons were drilled deep into the ground to support the steel columns.

Two crews of construction workers will be working 10 hours a day, seven days a week for the next three months to complete the installation of the 3,400 tons of steel, Cardenas said.

Renovation work will also be conducted inside the plant in preparation for the expected 2021 launch of the new Jeep models. Additionally, the plant

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Auto legend Bob Lutz spoke to Chrysler retirees about the state of the industry and its future with AV tech.

Lutz Enjoyed Golden Age of Cars

by Jim Stickford

When employees from AMC joined Chrysler in the late '80s, they “felt like kids in a candy store.”

That's how former Chrysler president and auto legend Bob Lutz described the situation to National Chrysler Retirement Organization (NCRO) members at a recent breakfast gathering.

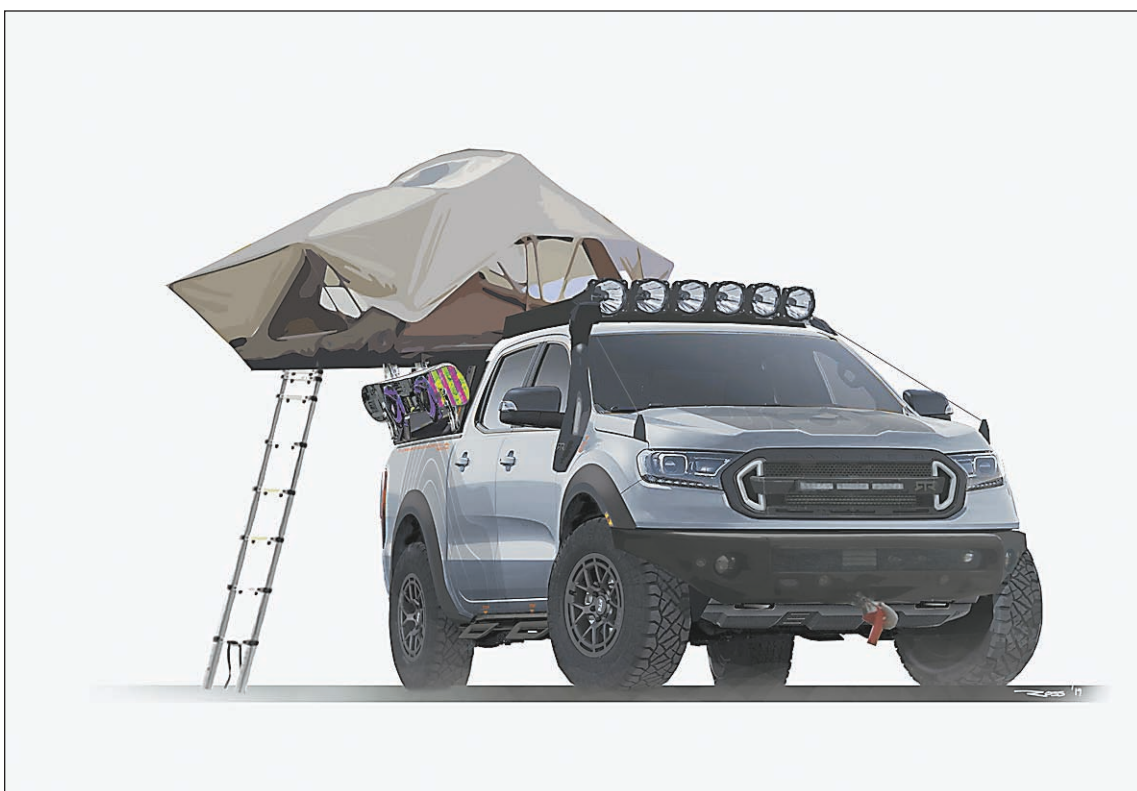
“They told me that they felt like orphans who were finally adopted by a wealthy parent,” said Lutz, describing the employees who came from capital-starved American Motors to a Chrysler organization that was in a better resource position.

Lutz, during his time in the auto industry, served as a top leader of all of the United States Big Three automobile manufac-

turers, having been in succession executive vice president (and board member) of Ford Motor Company, president and then vice chairman (and board member) of Chrysler Corporation, and vice chairman of General Motors.

Lutz said it was Chrysler that was still paying him a pension.

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This RTR Ranger is just one of several vehicles that Ford will have on display at the 2019 SEMA Show.

Ford Plans on Making Big Splash at '19 SEMA Show

The 2019 Specialty Equipment Market Association show will be held in Las Vegas Nov. 5-8, and Ford will have some vehicles to show off.

Among them are the “Built Ford Tough” Ranger and Transit, which will make their way to the 2019 SEMA show with custom rides showcasing a wide range of personalization opportunities, said Ford spokesman Matt Leaver.

“The automotive aftermarket space continues to grow at a tremendous pace from powerful street machines to the latest trends in overlanding and off-road,” said Eric Cin, global director, Ford Vehicle Personalization and Accessories. “The Ranger and Transit are great fits for this space, capable of being modified in countless ways to give owners the flexibility to make their vehicle as unique as they are.”

With more than 50 vehicles on exhibit, Ford will feature the largest original equipment manufacturer display at SEMA, Cin said. And event attendees will have the chance to visit the interactive experience from Ford Out Front, which offers a ride in a Ford Performance vehicle on a closed course.

Among the vehicles on display will be:

Tjin Edition Ford Ranger – Father and son designers Neil and Collin Tjin are at it again, said Leaver. Their 2019 Ford Ranger Tjin Edition features a wide low street-ready stance, he said.

Following up their purple RTR Ford Mustang from the 2018 show, the Tjins were looking to create their unique take on Ranger, going the opposite direc-

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GM, Union Reach Tentative Deal; Ratification Next

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close to the shuttered Lordstown assembly plant, which two years ago employed 4,500 people making the Chevrolet Cruze compact car.

The deal shortens the eight years it takes for new hires to reach full wages and gives temporary workers a full-time job after three years of continuous work. Workers hired after 2007 who are paid a lower wage rate will hit the top wage of \$32.32 per hour in four years or less. The deal also provides a \$60,000 early retirement incentive for up to 2,000 eligible workers.

The tentative agreement between GM and the UAW now will be used as a template for talks with GM's crosstown rivals, Ford and CA. Normally the major provisions carry over to the other two companies and cover about 140,000 auto workers nationwide. The union hasn't decided yet which company it will bargain with next, and it's not clear if there will be another strike.

The local union officials met for about six hours Oct. 17 before reaching their decisions. Dan Morgan, the bargaining chairman at the Lordstown plant, made an unsuccessful plea to hold out so GM would build another vehicle there.

"We're extremely disappointed that we didn't get a product out of the contract," said Tim O'Hara, Lordstown local president. "I think a lot of people in the room realized what happened to us can happen to anybody."

But union spokesman Brian Rothenberg said bargainers only could get the company to agree to early retirement and buyout offers for workers from the factories that are closing who didn't move to other GM plants.

"I think our national negotiators and all of us did everything we could," he said.

GM has promised \$7.7 billion worth of investments in U.S. factories, but details of what would be built where were left out of the union's summary of the contract, unlike in past years. Rothenberg said he would release more information on investments later.

Lordstown is likely to become an issue in the 2020 presidential campaign. At a 2017 rally in nearby Youngstown, President Donald Trump pledged that factory jobs would be coming back to the region. "Don't move. Don't sell your house," he said at the time.

The strike at GM immediately brought the company's U.S. factories to a halt, and within a week, started to hamper production in Mexico and Canada.

Vella Retiring as President of Ford Motor Company Fund

Jim Vella, president, Ford Motor Company Fund, the company's philanthropic foundation, is retiring on Dec. 31 after a career of more than 31 years with the automaker.

Vella, 63, will be succeeded as Ford Fund president by Mary Culler, a 19-year veteran of Ford with a deep background in government and community affairs. Culler will continue to serve as chief of staff for Ford's Office of the Executive Chairman and development director for the company's revitalization of Michigan Central Station in Detroit.

After joining Ford as a news producer in 1988, Vella, rose through a variety of executive leadership positions, including vice president of Corporate Public Affairs and chief of staff for Executive Chairman Bill Ford. He has been president of the Ford Fund since 2006, overseeing the growth of signature programs



Jim Vella

such as Ford Driving Skills for Life and a global expansion of charitable activities across more than 60 countries.

"Whether it was a plant crisis or internal issue, Jim has been a trusted partner and advisor through an extraordinary era at

Ford," said Bill Ford, the company's executive chairman. "His devotion to helping others and commitment to expanding Ford's role in the community have made us a leader in corporate philanthropy around the world."

Launched in 1949, Ford Fund's mission is to strengthen communities and help make people's lives better.

Working with dealers and non-profit partners, Ford Fund has invested more than \$2 billion in programs that support education, promote safe driving and enrich community life. Ford Fund also includes the Ford Volunteer Corps, which Bill Ford launched in 2005 to encourage employee participation in community service.

Vella leads all of the community service activities of Ford Motor Company Fund, the philanthropic arm of Ford Motor Company, and is overseeing Ford

Fund's expanding global outreach.

Vella became president of Ford Fund on Dec. 1, 2006. Prior to this assignment, he served as Visiting University Professor at the University of Michigan Dearborn, a position he assumed in December 2005.

From 2000 through 2005 Vella served in a variety of executive leadership positions, including chief of staff, vice president of Corporate Public Affairs and executive director, Corporate Communications.

Vella joined Ford in 1988 as a producer for the Ford Communications Network. He held a series of Public Affairs positions, including broadcast news manager, regional news manager for the Northeast region, director of Public Affairs for Ford's global manufacturing operations, and director of Public Affairs global operations.



Ford Sema Tjin 2019 Ranger



Ford Sema SpeedVegas Transit Van

Ford Aims to Make a Big Splash at the 2019 SEMA Show

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tion of a lifted Ranger, which is one of the most common modifications made to Ford's midsize pickup truck. Tjin Edition is among the first new-generation Ford Rangers slammed to the ground via an air suspension, lowered 8 inches in the front and 9 inches in the rear.

Tjin worked with JR's Wheels and Tires to provide a sinister look, fitting Falken tires on custom 20-inch Rotiform LHR-M three-piece wheels. The 2.3-liter EcoBoost is upgraded with a Roush Performance intake, a Ford Performance cat-back exhaust and differential cover, Optima yellow-top battery and RPG front-mounted intercooler. Stopping power comes from Baer six-piston calipers and 14-inch rotors in the front and rear.

Styling changes include a set of RTR fender flares, an RTR grille with triangle LED lights, custom BASF yellow applied by L&R Auto Body, a one-off wood bed floor in black with stainless steel hardware, retractable bed cover from Retrax, PowerTank CO2 system,

Rigid fog lights and Lumens bed lights. The cockpit features four Recaro Sportster CS seats that recline, plus Schroth harnesses.

RTR Rambler Ford Ranger – This 2019 Ranger is meant to be the ultimate overlanding and support vehicle for owners seeking to enjoy the great outdoors – taking adventure to the next level and beyond, said Leaver.

The new truck joins the lineup of RTR Mustang and RTR F-150, with the Ranger created to deliver a balance of street-ability, overlanding and trail capability.

Signature RTR modern-aggressive styling and proven tactical performance are focal points. Equipped with custom overland styling touches that are purposeful and practical, such as a SkyRise tent and integrated snowboard support capsule, the truck uses a Fox tuned by Ford Performance off-road suspension leveling kit providing 2-inch front lift, underbody rock protection, as well as custom RTR fenders housing RTR Tech 6 wheels with 33" Nitto Ridge Grappler tires.

This new RTR Rambler Ford Ranger is equipped with every-

thing needed to explore the great outdoors, said Leaver. Whether solo or with a partner, it promises time off the grid to get in touch with all that nature has to offer.

SpeedVegas Ford Transit – The thrill of exotic cars running at high speeds at their new 100-acre desert venue starts in the shuttle with this new 2020 SpeedVegas Ford Transit, Leaver said.

Customers signing up, he said, to experience some of the fastest supercars on the planet at this 1.5-mile Las Vegas racetrack will get picked up in one of the hottest Ford Transits on the road. Featuring a custom vinyl wrap, this 12-passenger Transit is lowered 5 inches front and rear. It features a freshened front end and all-wheel drive.



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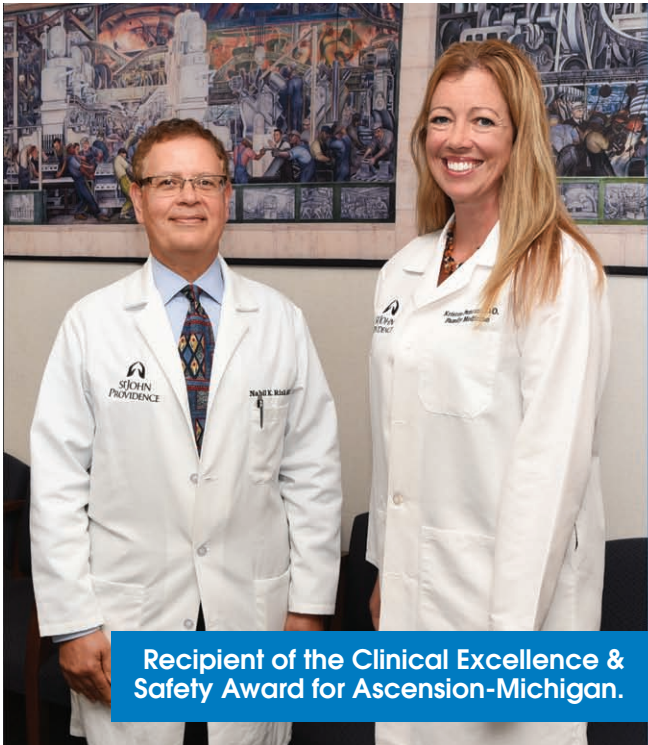
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The first of 7,500 building parts was put into place at FCA's Warren Truck facility as upgrades continue.

Construction Continues at Warren Truck

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will continue building the Ram 1500 Classic.

The history of Warren Truck Assembly Plant goes back to 1938. According to FCA records, 6,767,213 trucks were produced from 1938 through 1985. Dodge Dakota was introduced in 1987 and Ram 1500 was introduced in 1993.

The second-generation Dakota was launched in 1996.

The 2002 Ram 1500 was launched in September 2001 with the Quad Cab. The Mitsubishi Raider began production in September 2005.

Production of 2009's most award-winning light-duty pickup truck, the Ram 1500, began in 2008. Production of the Dodge Dakota ended on Aug. 23, 2011, with more than 2,750,000 built at the plant.

The 2013 Ram 1500 launched on Sept. 6, 2012; the Ram 1500 EcoDiesel on Jan. 21, 2014.

FCA announced on Jan. 8, 2017, that it would invest \$1 billion to retool and modernize Warren Truck to produce the all-new Jeep Wagoneer and Grand Wagoneer and the south plant of the Toledo Assembly Complex (Ohio) to build an all-new Jeep pickup truck. These actions are

planned to be completed by 2020.

On Feb. 26, 2019, FCA confirmed that the investment announced in 2017 will increase to \$1.5 billion and include tooling to produce electrified versions of the Jeep Wagoneer and Grand Wagoneer.

As part of the announcement, the company also confirmed that production of the Ram 1500 Classic will continue. It is expected that 1,400 new jobs will be added.

Sterling Heights Celebrates Good Economic Conditions

When there's economic good news, why not celebrate it? So that what happened at a recent Sterling Heights city council meeting, said Sterling Heights spokeswoman Melanie Davis.

The City of Sterling Heights recently celebrated a host of economic development successes with a special presentation to City Council on Oct. 15.

The information was presented by the City's Senior Economic Development Advisor Luke Bonner.

Bonner's presentation highlighted the city's economic development successes since 2015 including \$2.1 billion in investments, \$7.8 billion in Gross Regional Product, 850 approved housing units and \$64 billion in imports/exports representing roughly 15 percent of Michigan's overall import/export activity, Davis said.

Bonner said that the city's ongoing infrastructure investments including the Mound Road, Van Dyke and M-59 corridors, as well as investments in technology, business incubation, talent development and even public art and recreation have all played a strong role in the city's business attraction efforts.

"The success of our economic development doesn't happen in a vacuum," said Mayor Michael Taylor. "It takes our entire team from planning and zoning to as-

sessing, our building engineers and our site selection experts to make this happen. It also takes strategy.

"The city has been very intentional with our quality public investments over the past several years, which has had a strong impact on creating a desirable community where businesses simply want to be."

As a result of the city's efforts, Bonner featured several recent private projects including HTI Cybernetics, FCA, Christian Financial Credit Union, Holiday Inn, BJ's Brewhouse, Urban Air Adventure Park, the new Robotics Collaboration Center @Velocity and new development at M-59 and Mound as well as 18 ½ Mile and Mound.

"We've been very successful in attracting private investment over the past several years," said Bonner. "But we still have many developments on the horizon as well."

"We'll be working to re-purpose the Target at 15 Mile and Van Dyke, re-imagine the future of Lakeside Mall, welcome additional advanced manufacturing to the Sterling Innovation District and highlight Corridor Improvement Authority projects like the new Chaldean Community Foundation housing and the Van Dyke streetscape enhancement project. Our future is bright."

AAM Gets \$245M for Grede

American Axle & Manufacturing Holdings, Inc. (AAM) of Detroit entered into a definitive agreement to sell its U.S. iron casting operations (Grede) to funds managed by Gamut Capital Management for \$245 million, subject to certain customary adjustments, said AAM spokesman Christopher Son.

Across 10 manufacturing facilities, Grede develops, manufactures, assembles and supplies ductile, gray, and specialty iron castings and machined components for automotive, commercial vehicle and industrial markets. For the full year 2018, Grede generated \$781 million in sales (\$741 million excluding intercompany transactions).

"The sale of Grede will enable us to streamline our business, accelerate our debt reduction initiatives and enhance our margin profile," said AAM CEO David C. Dauch. "We will continue to optimize and invest in our highly-engineered product portfolio, focus on profitable growth opportunities including electrification, and further strengthen AAM's value proposition to all key stakeholders."

Jordan Zaken, Founding Partner of Gamut, said, Grede is a market-leading supplier of high-performance, mission-critical castings with national scale, a blue-chip customer base and significant opportunities for growth.

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The 3-millionth diesel Cummins engine was autographed.

Cummins Diesel Engines Hit 3M Mark for Ram Trucks

When something works, you stick with it, which is good news for Cummins Inc.

The auto supplier has produced its 3-millionth diesel engine for Ram trucks at its Columbus Mid-Range Engine Plant (CMEP) in Indiana in late September, highlighting the latest milestone in a partnership that spans more than three decades, said FCA spokesman Trevor Dorchie.

“The relationship that Ram Truck has with Cummins is one of the industry’s most enduring, and continues to raise the bar for power and durability,” said Reid Bigland, head of Ram Brand. “Both companies have benefitted from this partnership, but Ram customers truly get to enjoy the toughness and best-in-class capability that a Cummins-powered Ram Heavy Duty truck delivers.”

The new, groundbreaking 400-horsepower, 6.7-liter inline six-cylinder turbodiesel high-output engine is the first engine to break the four-figure torque barrier and boasts a host of upgrades, including new block, pistons, cylinder head and valvetrain, for more power, better fuel efficiency and reduced Noise, Vibration and Harshness (NVH), Bigland said.

This milestone adds to a storied history for Cummins, Dorchie said.

Other landmarks include:

- 1988: introduced first Cummins-powered Ram for model-year 1989;
- 1996: exceeded 200 horse power;
- 2001: surpassed 500 lb.-ft. of torque;
- 2007: launched 6.7-liter, 350-horsepower engine;
- 2013: reached 385 horsepower, 850 lb.-ft. of torque.

Ram Truck and Cummins are celebrating this newest milestone with a group of 20 Cummins employees who have been working on Ram Truck – Cummins engines since the inception of the companies’ partnership, Dorchie said.

“We are grateful to Ram for choosing Cummins-powered engines for the Ram for 30 years, and we look forward to a long partnership,” said Melina Kennedy, executive Director of Cummins Pickup Business.

“From our 5.9-liter, 400 ft.-lb. beginnings to the 6.7-liter, 1000 ft.-lb. engines available in today’s Ram pickups, Cummins and Ram lead the way in innovation, power and durability.”

Cummins’ Columbus Mid-Range Engine Plant (CMEP) is 600,000 square feet, employs 900 people and has the capacity to produce 168,000 engines a year.

The purchaser of the Ram with the 3-millionth engine will be identified after the truck is built, Dorchie said. Ram is planning a celebration of the completed truck at the dealership involved at a later date.

Cummins Inc., a global automotive supplier, is a corporation of complementary business units that design, manufacture, distribute and service a broad portfolio of power solutions, said Cummins spokesman Jon Mills.

The company’s products range from diesel and natural gas engines to hybrid and electric platforms, as well as related technologies, including battery systems, fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems.

Quicken Loans Opens Own Health Center

DETROIT (AP) – Quicken Loans is opening a health and well-being center in downtown Detroit for workers in its family of companies.

The Detroit-based mortgage lender says Premise Health is providing direct health care through the employer-sponsored Rock Health Collective.

The 17,000-square-foot center is in the First National Building and began providing services Oct. 15. It offers primary and holistic care and a full-service pharmacy for about 17,000 employees. Services also will include behavioral health, physical therapy, chiropractic care and wellness coaching.

Quicken Loans says that by working with Premise Health, employees will have access to services at “significantly lower” costs. ”

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Lutz Says Automotive AV Tech is Coming Sooner or Later

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He said that his decade at Ford didn't bring him much, pension-wise. His pension at GM was wiped out after the bankruptcy. So when given the chance to speak to his fellow Chrysler retirees, he was happy to do so. After all, he said, they have a lot in common.

He then spoke about the differences in corporate cultures at the Big Three.

"When I worked at Ford, I saw that there was the Ford way of doing things," Lutz said. "Everything was computed to be as airtight as possible. It was not a good environment for someone with an entrepreneurial bent.

"I was getting results, but I wasn't doing it the Ford way," Lutz said.

It was apparent that there was a clash in temperament between him and Ford's top management, Lutz said. So when he left the company and went to Chrysler in 1986, Ford CEO Don Peterson said that Ford had gotten rid of the last of the misfits. And that description was OK with Lutz.

"At Chrysler, we were a band of misfits," Lutz said. "We loaded with people who left their previous jobs two steps ahead of the sheriff. When we bought AMC, we got their people. They were used to being small and poor and doing more with less. They had a saying that in their next phase, they would have to do everything with nothing."

Lutz said that Chrysler didn't have a lot of the resources of GM and Ford, but when the AMC people came to the company, they kept saying how much Chrysler had. That was an eye-opener.

Chrysler ended up forming a "Gang of Five" that made decisions and acted on them quickly, Lutz said.

"This was a brilliant time for Chrysler," Lutz said. "We were going from success to success. I remember one day I was at the Townsend Hotel in Birmingham and I ran into a couple of GM people. They said that I was really lucky at Chrysler, what was my secret? I said what do you mean? They said they spent a lot of time and effort on cars and it seems like success was a matter of luck. I said it's not luck if you know what you're doing. You make your own luck."

Lutz said Chrysler was a fun place to work because it was so unconventional. When he became vice chairman at GM, he got a bunch of people together and talked to them about product development.

"I would say things just to get pushback," Lutz said. "When I did that at Chrysler, people would call me on some of the things I said. That was good. If people can't express their opinions honestly, things don't work."

Lutz noticed that all the GM people were studiously taking notes on what he said, and he was getting no pushback.

When he asked what the audience was doing, he was told that he had a reputation for product development and they wanted to learn his secret. Lutz said that he was saying things to provoke a debate and get a reaction, but he wasn't getting any feedback.

And that was a major problem with GM at the time, Lutz said. The company was filled with smart people, but perhaps it needed some people with common sense and the ability to make decisions quickly.

All too often, the words of senior staff were treated as if they were carved in stone and came from the gods.

As a result, too often Lutz said he saw vehicles being developed in ways that resulted in uninspiring design. Designers were essentially told to create a shell to meet all the engineering specs of vehicles. This process didn't allow them to do their jobs.

"Ultimately, I think FCA is in good hands . . . our retirement checks will keep coming."

– Bob Lutz

"The Chrysler 300M had a bold design and was a huge success," Lutz said. "So GM bought one right away and put it on display for people at the company to look at so they might see why it succeeded."

Lutz said he went to the 300M and saw a bunch of yellow Post-Its on the car. Each one represented a criticism of how the car didn't do something the GM way. Basically, he said, GM people were criticizing the car for not doing things by GM's rules.

"That's totally absurd," Lutz said. "But that's why GM had such unexciting design. The designers weren't allowed to do their jobs. So I try to strip away a lot of these rules. I tried to get GM to play by Chrysler rules. I hope things have stayed that way, but things have a way of going back."

Lutz said that Chrysler, now FCA, has been doing things right. The Ram trucks went from 4 percent of truck sales to about a

third. Lutz said getting to that point wasn't easy because there were a lot of naysayers telling FCA people that in a three-company niche, 4 percent wasn't cutting it and they should just leave.

FCA people didn't listen and they carved out a chunk of the truck market, which is important for profits because that's where the money is.

He said the Chrysler 300 has a timeless look and with updates to tech, FCA can keep selling them for years without having to spend a fortune on redesign. He also praised Dodge for its sedans, noting that "all the R&D was completed years ago, but by adding models with more horsepower on a regular basis, the brand gets press and keeps customers. Again, this is done without having to spend a fortune."

Lutz saved his highest praise for the Jeep brand, crediting Chrysler for getting the Jeep brand for a song as Lee Iacocca's best move in the car industry, "not the creation of the Mustang or the minivan."

The Jeep brand has international cache, Lutz said. It is not seen as downscale and sales have gone from 200,000 to 2 million. SUVs, like trucks, are where the money is.

He added that the auto industry is changing, and that's something that can't be avoided.

"You all should be grateful that you worked in the auto industry during its golden age," Lutz said.

His fellow Chrysler retirees worked for an industry that combined engineering and art to make cars people loved. And it was an industry that required high finance.

"But AV cars are inevitable," Lutz said. "They might not generate the passion of today's cars, but transportation has to change

because the world is getting more urban and they can't keep paving over the land.

"AVs picking up and dropping off people frees up land and provides transportation to the elderly and the vision-impaired."

Lutz said that there is no Second Amendment for cars. "We might lose the freedom to drive the way we want to in ICE cars," he said, "but we gain freedom from traffic jams and freedom from car accidents."

He said that was a fair trade. So the tech isn't here today, but it is coming. It might be 10 or 20 or 30 years, but it's coming.


When asked about the Chinese auto market, Lutz said it's growing, but with a global supply chain, the cost of parts will be equal for OEMs around the world. Labor costs are rising in China, and as long as shipping costs outweigh labor advantages, he doesn't see huge Chinese imports coming to this country.

He said that for all his criticisms of GM's slow decision-making process, the company deserves credit for getting into the Chinese market in 1992. At the time, people thought they were crazy.

The cash generated from GM's China operations help the company during down times.


Lutz said that the North American market is becoming distinctly American, with our love of trucks and SUVs. He said Nissan is discontinuing vehicles like the Cummins diesel and Toyota hasn't been able to penetrate the truck market they way the company penetrated the sedan market. This was good news for NCRO members.

"Ultimately, I think FCA is in good hands," Lutz said. "Executives have read the market correctly, and our retirement checks will keep coming."




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Renault Removes Old CEO

by CLAIRE PARKER
Associated Press

PARIS (AP) – French carmaker Renault dismissed its CEO on Oct. 11, an attempt to revitalize its alliance with Nissan, which was shaken by the jailing of the companies’ previous chief, Carlos Ghosn.

The board’s decision to fire Thierry Bollore effective immediately came days after Nissan also named a new CEO, indicating the companies were intent on cleaning house after the scandal over Ghosn.

Bollore had replaced Ghosn after the former CEO was jailed in Tokyo last November on charges of falsifying financial reports in under-reporting compensation and breach of trust. Ghosn, who led both companies and the Nissan-Renault alliance, is currently awaiting trial and denies wrongdoing.

The company said Bollore will be replaced on an interim basis by Chief Financial Officer Clotilde Delbos. Chairman Jean-Dominique Senard will become president during the interim period.

At a news conference to explain the decision to oust Bollore, Senard said it was meant to “breathe new life” into the alliance with Nissan. He said it was made without pressure from the French government or Nissan.

“No one exerted pressure,” he said.

Renault owns 43 percent of Nissan but their alliance came under strain after Ghosn’s jailing. Renault considered a merger offer from Fiat Chrysler Automobiles that would have created the world’s third-largest automaker, but the talks fell apart due to concern over Nissan’s role.

Bollore told French publication *Les Echos* ahead of the announcement that the board’s move to oust him came as a surprise. He said he found out Senard wanted him gone from media reports after he flew back to Paris from Tokyo in the early hours of Oct. 9.

“The brutality and the totally unexpected nature of what is about to happen is stupefying,” he said, adding “I was always loyal to him.”

Responding to a question about Renault’s poor performance since he took the top post in January, he emphasized the strategic partnerships the company entered into with Google and Waymo under his watch.

“What is at stake is not me personally but the future of Renault and its 186,000 employees,” he told *Les Echos*.

Backup Camera Troubles BMW

DETROIT (AP) – BMW is recalling more than 257,000 vehicles in the U.S. because drivers might not be able to see the backup camera display.

The recall covers certain 3-Series, 5-series, 6-Series, 7-Series and 8-Series cars as well as certain X3, X4, X5 and X7 SUVs from the 2018 to 2020 model years. Also included are Z4 sports cars and the Rolls-Royce Cullinan and Phantom.

The company says in documents by the National Highway Traffic Safety Administration that the camera and display settings can be adjusted so the display isn’t visible, and the system will keep that setting the next time the vehicles are shifted into reverse. That violates federal safety standards.

Dealers will notify owners. The recall is expected to begin Nov. 19.

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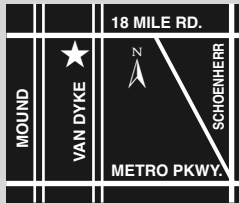
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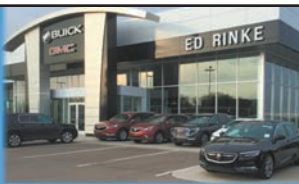
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