

EV Truck is Coming Before End of 2021 Barra Says

Electric-powered trucks are a go for General Motors.

GM's CEO Mary Barra, in a Nov. 21 announcement at an investor conference in New York, said that GM will be introducing an EV pickup truck in the fall of 2021.

"General Motors understands truck buyers and . . . people who are new coming into the truck market," Barra said. "It will be a very capable truck, I'm pretty excited about it."

Reuters reported last month that GM plans to build a new family of premium electric pickup trucks and sport-utility vehicles at its Detroit-Hamtramck plant beginning in late 2021, possibly reviving the imposing Hummer brand on some of them.

The Nov. 21 announcement was the latest made by Barra about GM's EV future. In 2018, Barra spoke at the CERAWeek energy conference in Houston, where she said that GM was on a path to an all-electric future.

"We're moving fast," Barra said. "Last year in the U.S., our own groundbreaking Chevrolet Bolt EV, Chevrolet Volt plug-in hybrid, and Cadillac CT6 Plug-in accounted for nearly a quarter of industry EV and plug-in sales. And in China, where plug-in elec-



Mary Barra

tric sales are rising, we introduced the Buick Velite 5 and Baojun e100 along with the CT6 Plug-in.

"And this is just the beginning. We are well on our way to bringing at least 20 new all-electric models to market by 2023 – our next step toward a zero-emissions world."

During that same speech, Barra said that executives at GM know how the company's customers love their pickups and that the latest Chevrolets and GMCs are lighter and more fuel-efficient.

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Ram 1500 Named 'Green Truck'

Going green doesn't mean losing power.

Green Car Journal has named the Ram 1500 as its 2020 Green Truck of the Year. The announcement was made at the 51st annual San Antonio Auto & Truck Show in San Antonio, Texas, said FCA spokesman Trevor Dorchie.

The Ram 1500's new 3.0-liter V6 EcoDiesel leads the half-ton pickup truck segment in torque with 480 lb.-ft. and diesel towing capability of 12,560 pounds. The 2020 Ram 1500 EcoDiesel also leads all trucks in fuel range. Paired with an available 33-gallon fuel tank, Ram's driving range exceeds 1,000 miles.

"The all-new EcoDiesel engine and our eTorque mild-hybrid V6 Pentastar and V8 Hemi engines offer Ram 1500 customers multiple fuel-efficient powertrain choices," said Reid Bigland, head of Ram Brand. "We are honored to receive the Green Truck of the Year award, affirming our commitment to powertrain technology leadership in the truck segment."

Green Car Journal editors consider all potential truck models in the U.S. market, weighing environmental attributes alongside traditional criteria that define what makes a great pickup, such as capability, versatility, safety, value and style, Dorchie said.

The winner was selected from five finalists by a Green Truck of the Year jury, comprising automotive experts and *Green Car Journal* staff.

"The Ram 1500 stands out in the pickup field, not only with its exclusive use of eTorque mild-hybrid technology, but also with a more powerful EcoDiesel engine that's EPA rated up to 32 highway mpg," said Ron Cogan, editor and publisher of *Green Car Journal* and *GreenCarJournal.com*.

"That kind of fuel efficiency – and attendant carbon emissions reduction – is particularly impressive in a pickup offering the great functionality, recreational and work capabilities, and over-

all driving enjoyment of the Ram 1500. Its distinction as the 2020 Green Truck of the Year is well deserved."

New for 2020, 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, Dorchie said.

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.



Editors of the *Green Car Journal* liked the diesel Ram 1500's green tech.

Two Longtime Ford Executives Announce Their Retirement

The retirement of two longtime executives, new assignments for two corporate officers, and promotions to senior positions for three leaders has led to major changes in the leadership of Ford.

Jim Hackett, Ford's president and CEO, said the moves reiterate the depth of the company's leadership strength, past and forward.

"There are always mixed emotions when wonderful people wrap up their Ford careers," said Hackett. "It's tough to say goodbye to leaders who achieved so much for the company, but it's

great to see our other talented team members have an opportunity to apply their expertise in new ways – especially during such an exciting time of growth and transformation at Ford."

Kim Pittel, Ford's vice president of Sustainability, Environment and Safety Engineering, has elected to retire effective Dec. 1, ending a distinguished 34-year career. For the past nearly five years, Pittel has led ongoing enhancement and implementation of the company's global environment and safety strategy, policy

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Jim Holland



Kim Pittel

Tesla Places Its Entry in Race For EV Truck

by RACHEL LERMAN and CATHY BUSSEWITZ
AP Writers

Tesla is aiming for the heart of the auto industry's profit machine with its own version of the heavy pickup truck.

Rolling onstage before a wall of lasers and flame on a California stage, the introduction of Tesla's sharp-angled, stainless-steel "cybertruck" was not a quiet one.

Nor was it without surprises.

The vehicle, which Tesla CEO Elon Musk said will cost \$39,900 and up, will have an estimated battery range of between 250 miles to more than 500 miles.

The electric pickup truck will be in production in 2021, Musk said Nov. 21 in Los Angeles.

With the launch Tesla is not only edging into the most profitable corner of the U.S. auto market, it's also gunning for buyers with fierce brand loyalty.

Many pickup truck buyers stick with the same brand for life, choosing a truck based on what their mom or dad drove or what they decided was the toughest model, said Erik Gordon, a professor at the University of Michigan Ross School of Business.

"They're very much creatures of habit," Gordon said. Getting a loyal Ford F-150 buyer to consider switching to another brand such as a Chevy Silverado, "it's like asking him to leave his family," he said.

The event in Los Angeles was intended to set Tesla's version

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Detroit's OEMs Dominate NACTOY's List of Best Vehicles

More than half the vehicles nominated for the 2020 North American Car of the Year, Utility of the Year and Truck of the Year (NACTOY) come from Detroit OEMs.

The nine finalists vying for prestigious titles were announced last week at the LA Auto Show's AutoMobility LA, after they were selected from a competitive field of 29 semi-finalists.

This year, the 2019 finalists are:

Car of the Year

- Chevrolet Corvette Stingray;
- Hyundai Sonata;
- Toyota Supra.

Utility Vehicle of the Year

- Hyundai Palisade;
- Kia Telluride;
- Lincoln Aviator.

Truck of the Year

- Ford Ranger;
- Jeep Gladiator;
- Ram Heavy Duty.

The identity of the finalists were revealed after votes from 50 jurors were audited by Deloitte

LLP, NACTOY's accounting firm of record, said NACTOY spokesman Brent Snively.

Those results were kept confidential until they were revealed on stage last week at AutoMobility

LA by NACTOY's officers. AutoMobility LA is a four-day industry and media event for the automotive industry that precedes the Los Angeles Auto Show, which started on Nov. 22 and

runs through Dec. 1 at the Los Angeles Convention Center.

"Every year, manufacturers continue to produce impressive



The newest Corvette Stingray was selected as a finalist for NACTOY's 'Car of the Year.'

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BLACK FRIDAY

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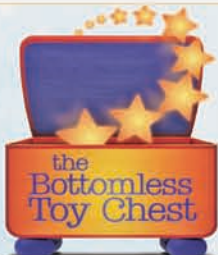
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- Stock# L54979

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50th Anniversary Challenger - Old Style Muscle, New Tech

Dodge is celebrating its muscle memory.

The “golden age” of muscle cars is now and Dodge is celebrating the golden anniversary of its iconic Challenger with the new limited-production 50th Anniversary Edition, shown for the first time last week at 2019 Auto-Mobility LA, said FCA spokeswoman Kristin Starnes.

When the Dodge Challenger first entered in the muscle car ranks of Detroit’s Big Three 50 years ago, it arrived, said Starnes, with something its competitors didn’t have: the greatest range of powertrain choices in the industry, from the small but durable 225-cubic-inch “Slant Six” to the fearsome “Elephant Motor” – the 426 Hemi.

A half-century later, the Dodge Challenger still leads the pack, Starnes said. It is able to do that because it has the most powerful muscle car powertrains in the industry, ranging from the Pentastar V6 engine to the fastest, most powerful muscle car, the 797-horsepower Dodge Challenger SRT Hellcat Redeye.

“2020 marks the 50th Anniversary of the Dodge Challenger, one of the most storied muscle cars in history,” said Tim Kuniskis, global head of Alfa Romeo and head of Passenger Cars – Dodge, SRT, Chrysler and Fiat, FCA – North America.

“That history was built on a few key things: big attitude and big muscle, loud colors and loud exhausts, and an enthusiast com-

munity that is as unique and diverse as our special editions. So, to commemorate the 50th, we’re celebrating with a cool new special edition that checks all of these boxes.”

The 50th Anniversary Edition is available, said Kuniskis, on four 2020 Dodge Challenger models:

- **The Challenger GT RWD** performance model is powered by the award-winning Pentastar V6 engine, mated to the TorqueFlite eight-speed automatic transmission delivering 303 horsepower and 268 lb.-ft. of torque.

The Dodge Challenger GT RWD features performance suspension, enhanced steering, 20-inch by 9-inch wheels, steering wheel-mounted paddle shifters, performance hood and front splitter and performance bolstered seats.

- **The Challenger R/T** is powered by the iconic 5.7-liter Hemi V8 engine. The Challenger R/T is rated at 375 horsepower and 410 lb.-ft. of torque when mated to the standard Tremec six-speed manual transmission. When paired with the available TorqueFlite eight-speed automatic transmission, the Challenger R/T delivers to the driver 372 horsepower with 400 lb.-ft. of torque.

- **The Challenger R/T Scat Pack**, offering the most muscle for the dollar, said Kuniskis, with a starting price of less than \$40,000, the Challenger R/T Scat Pack is powered by the naturally aspirated 392 Hemi V8, delivering



50th Anniversary Challenger celebrates with new exterior paint color, body-color and heritage styling.

485 horsepower and 475 lb.-ft. of torque.

The Challenger R/T Scat Pack comes standard with the Tremec six-speed manual transmission, while the TorqueFlite eight-speed automatic transmission is available.

The R/T Scat Pack features four-piston Brembo brakes at all four corners, 20-inch-by-9.5-inch wheels, high-performance suspension, steering wheel-mounted paddle shifters (with automatic transmission).

- **The Widebody on Challenger R/T Scat Pack** adds 3.5 inches of overall width, rides on sticky 305/35ZR20 Pirelli tires mounted to 20-inch by 11-inch wheels. It also includes an SRT-

tuned chassis, featuring stiffer front springs, retuned shock absorbers and larger sway bars in

both front and rear and SRT-tuned high-performance adaptive damping suspension.

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Darren Tooley
Senior Loan Consultant
NMLS#: 527350
177 N. Main Street
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Detroit's Automakers Dominate NACTOY List

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styling and high-quality vehicles with improved safety, more features, more performance and better efficiency. Our job is to evaluate each eligible vehicle and help consumers make wiser choices by presenting the best in each category," NACTOY President Lauren Fix said.

Every year, NACTOY'S jurors vote on the finalists after they spend months driving dozens of new vehicles throughout the year, Snavelly said. To be eligible, vehicles must be all-new or substantially new and must be available at dealerships before the end of the year.

This year, the field of semi-finalists included 12 models in the car category, 12 utilities and five trucks.

"Competition in the red-hot utility category is especially tough, with entries from a variety of mainstream and luxury classes, including a strong set of three-row crossovers and a new electric SUV," said NACTOY Secretary/Treasurer Kirk Bell. "We look forward to seeing which vehicle our jurors think is best for buyers."

While the total number of eligible truck models was smaller, the category remains intensely competitive, Snavelly said.

"Trucks continue to be the backbone of the North American auto industry, both in terms of

sales numbers and profits," NACTOY Vice President Chris Paukert said. "This year we have a particularly diverse slate of competitors, from heavy-duty, full-size work trucks to play-hard midsize offerings for weekend warriors. It's a great year to be a truck buyer."

Jurors evaluate the finalists based on segment leadership, innovation, design, safety, handling, driver satisfaction and value for the dollar. The process started in June 2019 by determining vehicle eligibility and includes three rounds of voting. Jurors voted on the finalists after gathering in Ann Arbor, in October to test drive the semifinalist vehicles.

Now in their 26th year, the awards are unique because — instead of being given by a single publication, website, radio or television station — they are selected by a jury of automotive journalists from numerous outlets in the United States and Canada.

The winners of the awards will be presented at 8 a.m. on Jan. 13, 2020, at the TCF Center (formerly Cobo) in Detroit in a partnership with the Detroit Auto Dealers Association and the North American International Auto Show.

The 2020 award winners will be revealed in the Atrium of the convention center. Shortly after the NACTOY awards are announced, Cox Automotive will hold its annual 2020 Cox Automotive Industry Insights Breakfast.



The Gladiator was one of the trucks picked for the NACTOY finalist list.



NACTOY judges liked the Aviator enough to make it an SUV finalist.

Barra Says GM's EV Truck Coming Soon

CONTINUED FROM PAGE 1

"But make no mistake, even as we deliver the best-ever fuel economy in the vehicles our customers love to drive today, we continue to make progress toward a future with zero emissions," Barra said. "Our commitment to an all-electric, zero-emissions future is unwavering, regardless of any modifications to future fuel economy standards."

The Nov. 21 announcement was the first time that GM gave a date to the introduction of electric trucks. Barra did not provide the public with details about the vehicle beyond saying that it will be launched in about a year.

GM's announcement came the same day that Tesla announced that it was going to introduce an electric truck.

The Associated Press reported that Musk stands to face competition when his truck hits the market. Ford, which has long dominated the pickup truck landscape, also plans to launch an all-electric F-150 pickup.

Rivian, a startup based near Detroit, plans to begin production in the second half of 2020 on an electric pickup that starts at \$69,000 and has a battery range of 400-plus miles.

The EV truck announcements came the same week that Ford announced it was going to build an EV Mustang SUV.

That vehicle will be the first all-electric SUV, marking the start of an avalanche of battery-powered vehicles coming from mainstream and luxury automakers during the next two years that industry analysts say will boost electric vehicle sales.

AP reported that analysts expect the number of electric vehicles for sale in the U.S. to grow from 16 currently to as many as 80 by 2022. They say the increased selection and longer range of the new vehicles will make them more popular.

Ford's Mustang Mach E SUV will go 230 miles between 300 miles per charge. It will start at \$44,000, not including a \$7,500 federal tax credit.

Veteran Ford Executives Announce Their Retirements

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and performance. She has led the way in integrating best practices throughout the global business to reduce the company's carbon footprint.

In previous assignments, Pittel's responsibilities included development and launch of Ford Mustang, Escape, Focus and Fusion, Mercury Milan, and Lincoln MKZ models; Global Transmission and Driveline Engineering; Quality in North and South America; and Global Supplier Technical Assistance.

"Across the business, from manufacturing to safety and the environment, Kim has led with integrity and a commitment to do what is right for customers and employees," said Joe Hinrichs, president, Automotive.

Succeeding Pittel in the top SE&SE position will be a current member of her team, Bob Holycross, who becomes a corporate officer, said Ford spokesman T.R. Reid. Since July 2018, Holycross has been global director, Sustainability, Homologation and Compliance.

In that position, he has been responsible for sustainable business plans and policies, external relationships with regulatory bodies around the world, reporting on the company's environmental and social performance, and engaging with non-government organizations and other outside stakeholders.

Holycross joined the company in 1993 as a Ford College Graduate, and subsequently held several engineering and supervisory positions related to streamlining and reforming regulatory procedures. Like Pittel, he is well-known and highly regarded inside and outside Ford. The SESE role will continue to report to Hinrichs.

John Lawler, since March 2018 the company's vice president, Strategy, is moving to a new position as chief executive officer, Ford Autonomous Vehicles LLC, and vice president, Mobility Partnerships. He takes over AV LLC leadership from Sherif Marakby, who has elected to take a personal leave from the company.

With Ford AV LLC, Lawler leads the team charged with develop-

ing and bringing to market driverless transportation services, Reid said. In addition, he will continue to be the point person for the company's evolving partnerships with technology companies in critical areas of mobility, including vehicle connectivity and AVs.

Lawler joined the company in 1990 and brings deep operational experience to the team, having served as chairman and CEO of Ford's complex China operations before becoming the company's vice president and corporate controller. This role included serving as CFO for Ford's Global Markets business. He then led the company's Strategy office, where he facilitated creation of Ford's long-term enterprise strategy and helped deliver critical partnerships, including with VW and Mahindra.

Taking over for Lawler in the Strategy role is David McClelland, who has been driving strong performance as CEO of Ford Credit, the company's consistently profitable dealer and customer financing arm, Reid said.

McClelland has been with Ford Credit since 1993 and CEO since early 2018, leading a focus on ever higher operational efficiency and effective capital allocation, with continued emphasis on exceptional service. Previously, he held Ford Credit leadership roles in Europe, Africa and North

America, including responsibilities for China and India and for global marketing. McClelland will remain chairman of the Ford Credit board of directors.

Both McClelland and Lawler report to Jim Farley, president, New Businesses, Technology & Strategy.

Marion Harris, who has been vice president of Ford's Mobility Business Group, has been named a corporate officer and the successor to McClelland as CEO of Ford Credit. For Harris, it is a return to the credit business, where he earlier was CFO, responsible for financial planning, analysis and accounting operations.

He also is a board member of FordDirect, a joint venture between Ford and its dealers that provides the dealers with digital marketing and advertising solutions. Harris reports to Tim Stone, Ford's corporate CFO.

The assignments for Lawler, McClelland and Harris are all effective immediately.

Also, Jim Holland has announced that he will retire from Ford after 35 years, most recently as vice president, Vehicle Component and System Engineering, Reid said. Chuck Gray, currently director of Ford's Global Core Electrical team, has been promoted by the board to corporate officer and will follow Holland in the component and system engineering position, effective Dec. 1.

MCC Holding 102nd Commencement

Macomb Community College is celebrating its 102nd commencement on Friday, Dec. 13, 7 p.m. at the Macomb Center for the Performing Arts on Macomb's Center Campus in Clinton Township. The college will be awarding nearly 900 associate degrees to those completing their degree requirements at the end of the Fall 2019 semester.

Two graduating Macomb students will speak at commencement.

Dalia Ali-Khan, 20, of Clinton Township, will share her journey from suffering debilitating panic attacks in high school to assuming leadership roles within the college community. She was president of Macomb's Philoso-

phy Club and a tutor in the Reading and Writing Studios. Ali-Khan has earned an associate degree in general studies and will transfer to Oakland University to complete her bachelor's degree in social work. Her goal is to become a therapist, helping others and advocating for accessible mental health services.

Jennine Nelson, 43, of Grosse Pointe, enrolled in Macomb after a 20-year hiatus from the classroom. The mother of two sons, Nelson earned an associate degree in business administration. She will begin an internship at Meritor in January and plans to transfer to Wayne State University to pursue a bachelor's degree in supply chain management.

Holland's extensive experience and accomplishments included as engineering director and, before that, car and truck vehicle line director for Ford Asia Pacific; chief engineer for the Ford Explorer program; chief engineer for the Global Hybrid Vehicle Strategy; and chief program engineer for Range Rover vehicles when Land Rover was part of Ford, Reid said.

Gray started with Ford in 1991. Since then, his responsibilities have spanned from engineering traditional gasoline powertrains to electrified propulsion systems, as well as engineering development of small cars in China.

Tesla Making an EV Pickup

CONTINUED FROM PAGE 1

apart from all others. The truck's doors were pummeled with a sledgehammer that did not make a dent.

A demonstration of the vehicle's "armor glass" did not go so smoothly. Metal balls hurled at the car cracked two windows — though it did not shatter.

We'll "fix it in post," said Musk, who appeared caught off guard with cameras rolling.

The cybertruck starts at \$39,900 for a single motor model, with a base price of \$69,900 for a tri motor all-wheel drive model. Production for the latter is planned for late 2022.

Tesla's pickup is more likely to appeal to weekend warriors who want an electric vehicle that can handle some outdoor adventure. And it could end up cutting into Tesla's electric vehicle sedan sales instead of winning over traditional pickup truck drivers.

"The needs-based truck buyer, the haulers, the towers at the worksites of the world, that's going to be a much tougher sell," said Akshay Anand, executive analyst at Kelley Blue Book.

However, it will help Musk fill out his portfolio and offer a broader range of EVs.

"Elon Musk is trying to not be one-dimensional when it comes to automotive," said Alyssa Altman, transportation lead at digital consultancy Publicis Sapient. "He doesn't want to look like he

only has a small selection. He wants to build a brand with a diverse offering and in doing that he wants to see where he could enter in the market."

Musk stands to face competition when his truck hits the market. Ford, which has long dominated the pickup truck landscape, plans to launch an all-electric F-150 pickup. General Motors CEO Mary Barra said its battery-electric pickup will come out by the fall of 2021.

Rivian, a startup based near Detroit, plans to begin production in the second half of 2020 on an electric pickup that starts at \$69,000 and has a battery range of 400-plus miles. The Rivian truck will be able to tow 11,000 pounds, go from zero to 60 mph in three seconds and wade into 3 feet of water, the company said. Ford said in April it would invest \$500 million in Rivian.

Tesla has struggled to meet delivery targets for its sedans, and some fear the new vehicle will shift the company's attention away from the goal of more consistently meeting its targets.

"We have yet to see Tesla really make good on some of the very tight deadlines they imposed on themselves, and this has the added challenge of having architecture that is going to be challenging because we haven't seen an EV pickup before," said Jeremy Acevedo, manager of industry analysis at Edmunds.

New Trailblazer Seeks to Conquer the Small SUV Market

The SUV market is growing and changing, and GM is keeping up with the times.

That’s how Steve Majoros, director of Chevrolet passenger car and crossover marketing, sees today’s automotive market.

“Just look at our new 2021 Chevrolet Trailblazer,” he said.

“When it arrives in showrooms in Spring 2020, the 2021 Trailblazer will provide a uniquely youthful, yet functional alternative to the fast-growing small SUV segment.”

Like Chevrolet’s latest line of SUVs, the Trailblazer features a bold front fascia and sports car-inspired rear design, Majoros said. The ACTIV trim package, he pointed out, amplifies this sporty style with a two-tone roof, unique front and rear fascia and dual exhaust, along with sport terrain tires and suspension tuning enhancements.

“Slotting between the Trax and Equinox, the addition of the Trailblazer provides us with a great opportunity to expand the Chevy SUV family to new audiences,” said Majoros. “With the new ACTIV trim, plus the sporty RS trim, we can appeal to customers’ varying active lifestyles.”

“The Trailblazer,” said Stuart Norris, design director of global Chevrolet compact SUVs, “doesn’t simply let customers express their personal style. It encourages it with uniquely styled trims that allow buyers to select a vehicle that reflects their lifestyle. Its design is bold, confident and full of personality.”

The Trailblazer’s exterior styling, which follows in the theme set by the Chevy Blazer, features Chevy’s signature dual-port grille, which gives its face a multilayered, dimensional appearance, Norris said,” adding, “The accent bar is integrated with the headlamps, helping to visually widen its stance, while a simulated front skidplate adds a sense of strength.”

ACTIV trim Trailblazers feature a new interpretation of the signature dual-port grille, with a larger opening. The RS trim features a performance-inspired mesh grille with black Chevy bowtie and unique front splitter elements.

The side profile includes taut bodyside lines, a sleek roofline and a bold hood shape to accentuate the Trailblazer’s youthful character, Norris said, noting that RS and ACTIV trim models boost the visual appeal with standard two-tone roofs. Large, wraparound taillamps seamlessly span the liftgate and bodyside, he said, which adds to the visual width of the Trailblazer, providing a more planted look.

Inside, the Trailblazer features

a driver-focused, dual-cockpit interior design with an integrated center stack. The center console provides several storage options with up to 3.5 liters of open storage and 4.4 liters of storage under the armrest, as well as dual cupholders.

All Trailblazer trims come with a comprehensive list of standard active safety and driver assistance features, including:

- Forward Collision Alert;
- Automatic Emergency Braking;
- Front Pedestrian Braking;
- IntelliBeam Headlamps (Auto High Beam Assist);
- Lane Keep Assist with Lane Departure Warning;
- Rear Vision Camera;
- Teen Driver;
- Rear Seat Reminder;
- OnStar.

Additional optional active safety and driver assistance features include:

- Adaptive Cruise Control Camera;
- Rear Park Assist;
- Lane Change Alert with Side Blind Zone Alert;
- Rear Cross Traffic Alert;
- HD Rear Vision Camera.

Trailblazer ACTIV is equipped with unique tires and shock tuning, Majoros said. The ACTIV dampers are tuned to enhance vehicle performance and ride comfort when traveling on gravel roads. The Hankook Sport Terrain 17-inch tires feature an aggressive shoulder design and an all-season tread pattern.

The front fascia on Trailblazer ACTIV has been revised with the lower section designed for improved ground clearance. Additional exterior differentiation includes two-tone roof, standard roof rails and trapezoid-shaped exhaust tips.

The Trailblazer will feature Chevy’s latest infotainment system, providing the ability to use two Bluetooth-paired phones concurrently, which enables passengers in the vehicle to use their cellphones hands-free or the driver to use multiple phones hands-free.

The audio system has available wireless Apple CarPlay and Android Auto connectivity and available SiriusXM with 360L, featuring exclusive content, including commercial-free music, interviews, shows and performances. The Trailblazer features 40/60 split folding second row seats, which enables the vehicle to accommodate objects up to 8.5 feet long. Overall storage capacity is rated up to 54.4 cubic feet with the second row folded. For additional convenience, an available hands-free liftgate, with logo projection improves ease of loading and unloading cargo.

Powered by either a 1.2L turbo or 1.3L turbo engine, the Trailblazer will deliver up to 155 horsepower. Both engines are mated with a standard Continuously Variable Transmission with selectable stop/start capability. A nine-speed automatic transmission is also available on Trailblazers equipped with the 1.3L engine and all-wheel drive.

The Trailblazer is available with Chevy’s selectable AWD, also found in the Blazer and Traverse. Selectable AWD allows drivers to decide whether to activate their AWD system in off-road or inclement weather situations, or to deactivate when AWD performance is not required, to achieve improved fuel economy.



The 2021 Trailblazer fills the niche between the Trax and the Equinox.

New MotorCities Speakers

The automotive promotion organization MotorCities has added new to the group’s speakers bureau.

The speaker’s are meant to be a resource for the public to promote awareness of automotive and labor history, as well as an overview about our organization and its important work, said MotorCities spokesman Bob Sadler.

A variety of presentations are now available on automotive pioneers, the history of various automobile companies and labor movements. Personalities like Henry Ford, Clara Bryant Ford, Billy Durant, Walter Chrysler, the Dodge Brothers, “Rosie the Riveter,” and many others are brought to life by these one hour presentations that are often accompanied by visuals.

“These offerings bring together audiences of all ages and tell the stories of how this region truly put the world on wheels,” says MotorCities Executive Director, Shawn Pomaville-Size. “We are pleased to share these wonderful offerings by skilled storytellers with interested groups and the public.”

Drive modes on front-wheel-drive models include:

- Normal – Tailored for daily commuting and focused on ride comfort.
- Snow – Provides more progressive throttle input for improved vehicle acceleration on snow- and ice-covered roads.
- Sport – Modifies steering effort and shifting for a sportier feel and response.
- AWD models add unique calibrations for more rear-wheel torque at lower speeds to improve the driving experience on moderately steep and unpaved surfaces.

The Trailblazer is expected to arrive in United States General Motors showrooms in spring 2020.

GM Strike Slams AAM’s Third Quarter Sales

American Axle & Manufacturing Holdings, Inc. has reported its financial results for the third quarter 2019 and updated its full year financial outlook, said company spokesman Christopher Son.

Third quarter 2019 results showed sales of \$1.68 billion with net cash provided by operating activities of \$241.7 million; Adjusted free cash flow of \$160.5 million.

AAM’s third quarter financial results were hurt by a work stoppage at the company’s largest customer (GM work stoppage) that began on Sept. 15, Son said.

“AAM’s financial results in the third quarter of 2019 reflect solid operating performance despite lower than expected production volumes resulting from the GM work stoppage,” said AAM’s CEO, David C. Dauch. “The strong free cash flow generated during the quarter, along with the announced sale of our U.S. iron casting operations, position us to continue to deliver on our commitment to reduce debt and strengthen our financial profile.”

AAM’s sales in the third quarter of 2019 were \$1.68 billion as compared to \$1.82 billion in the third quarter of 2018 because its sales in the third quarter were hurt by the GM work stoppage by approximately \$57 million.

AAM’s net loss in the third quarter of 2019 was \$124.2 million, or \$1.10 per share, as compared to net income of \$63.8 million, or \$0.55 per share in the third quarter of 2018.

AAM has revised its 2019 financial targets to reflect the expected impact of the GM work stoppage on our full year sales, which we estimate to be approximately \$250 million, Son said.

These targets also reflect the impact of lower metal market passthroughs and foreign currency translation of approximately \$50 million and assume a full year of financial results from its U.S. iron casting operations.

Lincoln Brand Introduces New Enhanced Loyalty Program

Building on its commitment to deliver unique experiences for its luxury clients, The Lincoln Motor Company has introduced Lincoln Access Rewards, an enhanced loyalty program. The new program offers increased flexibility along with world-class experiences through the brand’s network of hospitality collaborations, said Lincoln spokeswoman Anika Salceda-Wycoco.

Lincoln Access Rewards offers clients who purchase or lease a new Lincoln vehicle opportunities to earn points that can be redeemed for future new vehicles, dealer services or unique experiences. It also offers clients increased flexibility in terms of where and how their points can be redeemed.

This is the latest program from Lincoln that highlights its suite of client services, like the nationally available Lincoln Pickup and Delivery™, along with the luxury brand’s laser-focus on client personalization.

“The Lincoln Access Rewards

program builds on our portfolio of effortless experiences,” said Rebecca Anderson, Lincoln client experience manager. “It’s about giving our clients back time – the resource they value most – and then offering personalized experiences that reward

them for being with Lincoln.”

Each tier of the program – Standard, Reserve and Black Label, will offer the ability to earn points toward personalized experiences, including opportunities using Lincoln’s network of hospitality collaborations.

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GM Adding Jobs to Build New Diesel Engines for Trucks

Demand for diesel-powered pickup trucks is good news for employees at GM's Brookville, Ohio, plant.

Due to the growing strength of GM's new 2020 Chevrolet Silverado and GMC Sierra heavy-duty pickups, General Motors and Isuzu are making a \$175 million investment through their DMAX joint venture to build a new, diesel engine components plant in Brookville, said GM spokesman Dan Flores.

The new 251,000-square-foot facility would expand the production of critical engine components for the company's current DMAX diesel engine manufacturing operation in Moraine, Ohio.

DMAX is a joint venture, 60 percent owned by GM, 40 percent owned by Isuzu Diesel Services of America, Inc.

The new investment will create more than 100 new manufacturing jobs at the Brookville site, Flores said.

Preliminary work has already begun at the site, with construction expected to be completed by the end of 2020. When the new Brookville site is up and running, it will operate concurrently with the current DMAX operations in Moraine.

"Strong demand for GM's all-new family of Chevrolet and GMC heavy- and medium-duty pickups is driving us to find ways to build more Duramax diesel engines," said Gerald Johnson, GM's executive vice president of Global Manufacturing. "The Brookville investment will enable us to machine more engine blocks and heads and ultimately enable our DMAX engine plant in Moraine to build more 6.6-liter diesel engines for our Flint truck assembly plant."

Heavy-duty trucks make up about 25 percent of full-size pickup sales in the U.S. The new



Duramax V8 Turbo Diesel

Chevrolet Silverado and GMC Sierra HDs are purpose-built machines for people who need maximum capability, and the company is poised for significant growth in the HD pickup segment, Flores said.

GM has consolidated heavy-duty pickup production at its Flint truck assembly plant, where the company has installed new body and paint shops and created 1,000 new jobs to support a capacity increase of 40,000 units compared with the outgoing model.

GM launched its new family of Chevrolet Silverado and GMC Sierra HD pickups earlier this year and began shipping the new HDs to dealers in July. The company will build dealer inventory levels through the first half of 2020.

GM is sharply increasing production of crew cab and diesel models to meet growing customer demand, Flores said.

Maximum towing power and capability, he said, in the all-new Silverado and Sierra HDs come from the proven Duramax 6.6-liter V8 turbo-diesel.

The Duramax diesel and Allison transmission is a legendary combination in the HD truck market with proven durability and capability that General Motor's



GM's Johnson announcing the expansion of an engine plant.

customers have come to expect, Flores said.

DMAX has built more than 2 million diesel engines since the

facility opened in 1999. DMAX currently employs nearly 900 and its 670 hourly employees are represented by IUE-CWA Local 755.

State Trooper Injured in I-94 Incident

BRIDGMAN, Mich. (AP) — Michigan State Police say a trooper was injured when a suspect's car struck the officer as the driver sped away from a traffic stop.

Police say troopers had stopped a Jeep Cherokee for speeding along Interstate 94 in Nov. 25 when its driver accelerated and raced away, leaving an officer with minor injuries.

The suspect's vehicle contin-

ued east on I-94 in southwestern Michigan, with police in pursuit, before exiting in Bridgman and getting onto westbound lanes of I-94.

Police say the Jeep Cherokee then struck a tractor-trailer and rolled before striking a second tractor-trailer.

The Cherokee's driver was arrested for driving while intoxicated, fleeing and eluding police and resisting/obstructing police.

Lincoln Corsair Earns Top Safety Marks

Superior ratings on its front crash prevention systems helped the all-new 2020 Lincoln Corsair qualify for a coveted TOP SAFETY PICK award from the Insurance Institute for Highway Safety.

The 2020 Lincoln Corsair, a small luxury SUV, earned superior ratings for both its standard and optional vehicle-to-vehicle front crash prevention systems, and also earned an acceptable rating for its available curve-adaptive LED projector headlights.

Corsair's available Jeweled Headlamps enable both Camera-Based Dynamic Bending Lighting and Speed-Dependent Lighting technologies.

Camera-Based Dynamic Bending Lighting: Through Corsair's front camera, the vehicle reads the road ahead and when a corner is sensed, Aviator predicts where light is needed, allowing the headlamps to instantly adjust, or "bend."

Speed-Dependent Lighting: The intensity of the beam is adjusted based on the speed of the vehicle; at faster speeds, light is directed to the road, while at slower speeds, the headlamp adjusts to illuminate more areas around the vehicle.

To qualify for a 2019 TOP SAFETY PICK award, a vehicle must earn good ratings in the driver-side small overlap front, moderate overlap front, side, roof strength and head restraint tests, as well as a good or acceptable rating in the passenger-side small overlap front test. It also needs an advanced or superior rating for vehicle-to-vehicle front crash prevention and a good or acceptable headlight rating.

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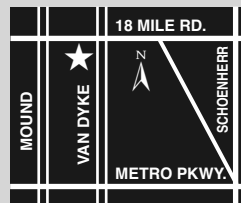
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