



Ford and McDonald's are using coffee bits to make automotive parts.

Ford Thinking Outside Box, Creates Parts From Food

Ford's latest project isn't so much food for thought as it is food for automotive (Mc)parts.

Ford Motor Company and McDonald's USA will soon be giving vehicles a caffeine boost by using part of a familiar staple in the morning routine, coffee beans, in vehicle parts such as headlamp housing.

Every year, millions of pounds of coffee chaff – the dried skin of the bean – naturally comes

off during the roasting process.

Together, Ford and McDonald's can provide an innovative new home to a significant portion of that material, Ford spokesman John Cangany said. The companies found that chaff can be converted into a durable material to reinforce certain vehicle parts. By heating the chaff to high temperatures under low

CONTINUED ON PAGE 4

UAW Starts Voting on FCA Pact

by TOM KRISHER
AP Auto Writer

DETROIT (AP) – The United Auto Workers and Fiat Chrysler reached a tentative agreement Nov. 30 on a new four-year contract, which includes a total of \$9 billion in investments but still needs final approval from workers.

Both sides declined to offer details on the deal, but it includes a \$9,000 bonus for workers when

the agreement is ratified, a promise not to close any factories where vehicles are assembled for the next four years, and a commitment to keep making vehicles at a plant in Belvidere, Ill., according to a person briefed on the matter. The person spoke on condition of anonymity because the talks are confidential.

Fiat Chrysler is the last company to settle on a new contract with the union. GM settled Oct. 31 after a bitter 40-day strike that

paralyzed the company's U.S. factories, but Ford reached a deal quickly and settled in mid-November.

Talks have focused on Fiat Chrysler for almost two weeks, and both sides negotiated into the early morning hours earlier last week before taking a break for the Thanksgiving holiday.

The Illinois factory west of Chicago now makes the Jeep

CONTINUED ON PAGE 4

GM Building New Lordstown Battery Plant

GM's efforts to improve and introduce EV technology to the public continues.

So said GM spokesman Tom Henderson, noting that General Motors and LG Chem have agreed on plans to mass-produce battery cells for future battery-electric vehicles.

Together, the companies will invest up to \$2.3 billion through a new, equally owned joint venture company, said Henderson.

The joint venture will establish a battery cell assembly plant on a greenfield manufacturing site in the Lordstown area of Northeast Ohio that will create more than 1,100 new jobs, Henderson said.

The state-of-the art plant will



GM and LG Chem have joined forces to produce EV batteries in Ohio.

Pacifica, Ram 1500 Are Consumer Friendly

The verdict is in – the 2020 Chrysler Pacifica and the 2020 Ram 1500 are a great buy.

At least that is what *Consumer Guide* says.

The Chrysler Pacifica and Ram 1500 are celebrating *Consumer Guide Automotive* Best Buy Awards in the Minivan and Large Pickup categories, extending impressive win streaks in their respective segments, said FCA spokesman Darren Jacobs. *Consumer Guide* editors select the winners after analyzing, comparing, evaluating and extensively

testing all major models available in the United States.

"As the winner of the Best Buy crown for the fourth year in a row, the Pacifica offers class-leading horsepower and fuel economy, excellent road manners and ride quality, and an unmatched array of family-friendly features ... all wrapped up in a stylish package," said Tom Appel, publisher of *Consumer Guide Automotive*. "The 2020 Ram 1500 offers an unbeatable ride/handling combination along with a high level of refinement, premi-

um cabin appointments and unique features."

Chrysler Pacifica is the minivan category winner for the fourth year in a row, claiming the *Consumer Guide Automotive* Best Buy award in the Minivan segment each year since its debut, Jacobs said.

New for 2020, the Chrysler Pacifica Red S Edition brings a new look and a huge burst of attitude and color to Pacifica's already class-leading functional interior,

CONTINUED ON PAGE 4



2020 Ram 1500

MCC STEAM Program Shows Area Students Possible Automotive Careers

by Jim Stickford

It was full STEAM ahead last week at the annual Macomb Community College student technology and manufacturing review.

Now known as Auto STEAM (Science Technology Engineering Arts Mathematics) Day, the event originally got its start 14 years ago as MCC's Robotics and Technology Day, said Tim Pawlowski, dean of MCC's Applied Technology - Automotive and Technical Education.

"We changed the name and for the last three years we have brought in about 3,000 high school and middle school students from schools across metro Detroit," Pawlowski said. "For two days, we hold events at our Warren campus to demonstrate what kinds of STEAM careers are out there for students interested in jobs in the auto industry."

This year MCC was able to get seven different manufacturing and tech companies – Ford, FCA, Kuka, Siemens, AAM, Magna and

Magna – to set up demonstrations at MCC's Sport Expo Center.

Pawlowski said that MCC has a working relationship with GM's clay modeling department. So

students were able to see a video that showed how GM creates full-size clay models of proposed vehicle designs.

The FCA demonstration showed

how designers create the first paper vehicle designs and then transfer the design from paper to a computer.

The Ford display showed how

a computer renderings can be transformed into 3D Virtual Reality (VR) computer designs using

CONTINUED ON PAGE 3



While attending a recent MCC STEAM event, students had the opportunity to see vehicles go from the initial design to actual product.

General Motors Employee Donates a Kidney to Stranger

by Jim Stickford

For Briana Mohan, donating a kidney to a stranger was not a difficult decision to make.

Mohan works for GM and is Marketing lead for the Forward Marine Team developing an EV pontoon boat at the Milford Proving Ground.

She said she has dealt with some health issues since her childhood. So when a distant Facebook friend put out the word about the friend's father needing a kidney transplant, Mohan paid attention.

While she did not end up donating a kidney to the Facebook friend's father, she did learn about how she could donate a kidney to save someone's life.

"I started doing research on what is called a non-directed kidney donation," Mohan said.

"What that means is that a person like me can approach any hospital that does kidney transplants and volunteer to donate a kidney."

A non-directed donation is different from a directed donation, which might be a parent donating a kidney to a child or husband a husband donating to his wife.

"I learned that there are only between 150 and 250 non-directed kidney donations on any given year," Mohan said. "I believe the reason for that is a lack of information out among the public."

"Every year, about 100,000 people will need kidney donations. I also found out that basically any kidney donated by a healthy person will be accepted for a non-directed donation."

These types of donations are different from donations that come from organ donors, which are made after someone has died, Mohan said.

Because there is a timetable in-

volved harvesting a kidney from the recently deceased, organ donors can't cover the total demand for kidney donations.

The overall donation process took about four months, Mohan said. She started the process in June of this year, and the kidney donation was completed on Oct. 8.

"That's actually pretty fast for this kind of thing," Mohan said. "I was told when I started that the process usually takes about six months. I have met the person who got my kidney. He is a 17-year-old boy from the Cleveland area. This was his second donation. His first happened when he was three. The kidney came from his mother."

It's not unusual for second donations like this, Mohan said. As children grow, their immune systems change and organ rejection becomes a problem. The boy will have to be on anti-rejection drugs for the rest of his life.

In order to be accepted as a donor, Mohan had to undergo numerous medical tests and examinations.

"I had blood tests, CAT scans, X-rays, and, of course, a lot of urine tests," Mohan said. "I had no problems with those. The only test I was afraid of was the psych test. I reverted to being an engineer and even looked up the technical papers written by the woman psychiatrist who administered the psych test. That was the only test I was afraid that I could fail."

A lot of people wondered why she needed to take a psych test and asked her about it, but the reason for the psych test is simple, Mohan said.

It's to make sure the donation is voluntary. In many cases, relatives will put pressure on a member of a family to donate a kidney.



Mohan got to meet the 17-year-old Cleveland youth who got her kidney.

"Family will say things like, 'I know you and dad haven't talked in years, but if you donate this kidney, things will be all right,'" Mohan said. "This kind of emotional pressure is unacceptable."

When Mohan announced to her friends and family her plan to donate a kidney, she got a lot of questions from people who wanted to know more about the process.

"One thing I heard a lot was people telling me the idea of donating a kidney sounded dangerous," Mohan said. "I can understand that. It's a surgical procedure after all. But I learned that donating a kidney is statistically no more dangerous than giving birth."

That fact proved useful when it came time to actually donate the kidney.

Mohan said that her sister Tara gave birth to their father's first grandchild about the same time she donated her kidney.

"My dad chilled with my sister giving birth, but said he was

afraid for me," Mohan said. "I said that was normal, if he was going to be afraid for me, he'd have to be afraid for Tara because we were facing the same odds."

Mohan's research also revealed that she could live a perfectly normal life with just one kidney.

She doesn't have to eat any special kind of diet and the odds of her having to go into dialysis because of some kidney problem she could develop later in her life are so small as to be inconsequential.

"It's really important that people understand this process," Mohan said. "There's really no national kidney donation list. Hospitals can't ask people to donate, and if someone needs a kidney, it can be difficult to ask friends and family members to donate."

"I just want people to know that they can help save someone's life and the process is not something to be afraid of."

Diesel-Powered Trucks Offer Fuel Savings

New diesel options now available for consumers in America's most popular selling vehicles – pickup trucks – are delivering more benefits for their owners to include fuel savings and performance gains that turn into energy savings and clean air benefits across the economy, said Allen Schaeffer, executive director of the Diesel Technology Forum.

According to new research from IHS Markit, consumers choosing a diesel engine option in full-size half-ton pickup trucks can achieve on average 33 percent more miles per gallon (24 mpg diesel vs. 18.1 gasoline, combined fuel economy) saving about 200 gallons of gasoline every year.

Beyond the fuel savings, the diesel options have greater vehicle driving range before refueling at 550 miles per tank for a diesel compared to 420 miles for gasoline.

Additional performance gains for diesel come in the form of higher torque, 450 lb.-ft for diesel compared to 394 lb.-ft for gasoline.

If all full-size pickup trucks in the United States were to be powered by a diesel engine, the research found that we would realize a savings of approximately 500 million gallons of fuel for one model year; an amount equivalent to 15 percent of the U.S. car fleet switching entirely to EVs, Schaeffer said.

"New diesel engine options now available in full size/half-ton pickup trucks, including those from Chevrolet, GMC, and Ram Trucks, now bring important new fuel savings opportunities to America's most popular selling vehicles," said Schaeffer.

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It Was Full STEAM Ahead at MCC Auto Technology Event

CONTINUED FROM PAGE 1

the latest 3D computer rendering equipment.

The idea, said Pawlowski, is to show the automotive design process that moves a design from paper to full-size three-dimensional models that can be viewed in real space.

On the second day of the event, a special evening gathering is held where people from MCC and the sponsor organizations answer questions about how students can create an education path toward STEAM careers in the auto industry.

"The parents really like the evening event," Pawlowski said. "They're able to learn about what is out there for students."

This year, AAM of Detroit set up a demonstration of how different vehicles use different drives.

Greg Woodside, engineering manager at AAM, said the demonstration was created using remote control models. One was an All-Wheel Drive (AWD), one was a Rear-Wheel Drive (RWD) and one was Front-Wheel Drive (FWD).

"During the demonstration, it's not so much that students ask us questions," Woodside said. "Rather, we ask them questions like which drive system will accelerate faster and which one can go up a slope faster. We then show which drive systems perform best under different circumstances and explain why."

In addition to having RC mod-

els, AAM brought an actual vehicle – a Jaguar that uses the company's I-Pace EV powertrain.

"When we get to the question part of the program, we do get a lot of questions about electric vehicles," Woodside said. "Being able to show them an actual EV powertrain in a car is something they really enjoy."

Bringing full-sized vehicles to the event is important, Pawlowski said. It makes STEAM Day a more interactive experience because students have the chance to see what was once theoretical is now a reality.

"We were very happy that FCA and Ford brought vehicles that were not only on display but were also able to be touched and explored by our students," Pawlowski said. "It makes the whole day much more interactive."

"The kids get to see how designs are made, but they also get to explore the vehicles by going inside them and this lets them see how design works in the real world. It's very exciting."

Getting schools to attend the event isn't difficult, Pawlowski said.

The event is designed to be educational and not put pressure on students to make a life-altering decision right on the spot, Pawlowski said.

That's something schools, parents and students really appreciate, Pawlowski said.

"This isn't a job fair," Pawlowski said. "Students can feel real



Woodside shows a scale model to demonstrate torque in front a Jaguar that uses AAM's new EV power train.

pressure at job fairs. But the idea is to offer students ideas on where they can go with their education. They don't have to make a decision 'right away' and they are able to see what's out there in a more low-pressure atmosphere."

Pawlowski said that MCC has a strong working relationship with

local school districts as well as technology and manufacturing companies that operate in Michigan.

Planning for the 2020 STEAM Day began right after the conclusion of the 2019 event.

"This takes a lot of work," Pawlowski said. "But it's worth it."

Woodside agreed, saying that the next generation of engineers and designers are today's students and getting them interested in the business matters.

"Our future depends on students, so anything we can do to let them know just what kinds of careers await them is to the good," Woodside said.

Defense Contractor Cintel Comes to Macomb County

by Jim Stickford

Detroit's defense corridor just got a little more crowded with the addition of a new player coming to Michigan.

Cintel Inc., a Huntsville, Ala., defense company is opening up offices in metro Detroit to work with U.S. Army Tank Automotive and Armaments Command (TACOM) in the development of the latest technologies to go into ground vehicles for the U.S. military.

Paul Curtis, a consultant on military development matters will serve as Detroit operations lead.

In addition to his work for Cintel, Curtis has previously acted as an advisor to the Michigan Defense Corridor Center for Collaboration and Synergy. The organization's purpose is to promote collaboration between defense businesses in Southeast Michigan.

It was started by Ron Lamparter, founder of RAVE Computer in Sterling Heights.

The company provides commercial off-the-shelf and custom-engineered solutions to meet the specific needs of its customers, which includes the United States military.

"This is important to Detroit because it's an out-of-state military company coming here to set up shop and develop new technology here in Michigan," said Curtis.

"The company isn't going to do the work in Alabama and then just send it up to a small office in Detroit. All the work they do will be done here."

Curtis said Cintel was founded in 2013 and the company works in data science and analytics,

software development, tactical systems solutions, hardware and software integration and cyber security.

This is important because the U.S. military is seeking to develop a new generation of ground vehicles, which are currently being developed at TACOM's Ground Vehicles Systems Center (GVSC) in Warren.

The military is concentrating on developing technology in four specific categories, Curtis said. This tech will be integrated in the next generation of ground vehicles.

The four core areas of development are data science and analytics, modeling simulation and software development, tactical systems and cyber security. These technologies will make up a major part of military vehicles in the future, Curtis said.

"Leveraging our capabilities in modeling and simulation, software development, machine learning and AI, cybersecurity, power systems and tactical integration, we aim to be a force multiplier for TACOM, the U.S. Army GVSC and the entire community of Warren," said Dale Jobes, president and CEO of Cintel.

Curtis said that another advantage to developing this technology here in Michigan is that the state is the heart of the domestic car industry.

Today's military technology can become tomorrow's automotive technology.

"We will also have the opportunity to expand our presence into the auto industry," Curtis said.

The company's offices will be located on Sterling Ponds Court in Sterling Heights, Curtis said. It will be Cintel's first office outside of Alabama.

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Buick Regal Ending Its Run in the North American Market

It's official. Buick will discontinue making the Regal for the North American market.

In a statement to the media, GM spokesman Stuart Fowle said that "Buick continues to be ahead of the consumer shift toward SUVs. In fact, nearly 90 percent of Buick sales to date this year have been crossovers and sales have outpaced key competitors including Lincoln, Acura and Infiniti.

"Our lineup of premium SUVs will expand in the coming months when the Encore GX will become the fourth SUV in our portfolio, joining well-established nameplates such as Encore, Envision and Enclave.

"Combined, these four premium SUVs give customers a great range of size, performance and innovative technologies in the industry's largest and fastest-growing segments, all connected by the strong design statement core to the Buick brand."

Although the Regal will no longer be offered in the U.S. and Canada, it will be sold in China where demand for sedans remains significant, Fowle said.

The latest edition of the Buick Regal GS was known in other parts of the world as the Holden Commodore VXR and the Opel Insignia GSi.

The vehicle is built in Germany. Writer Steph Willems wrote in the blog, "The Truth About Cars," in October that "the Regal's origins lie in the German-built Opel Insignia, with the current generation going on sale for the 2018 model year. Arriving as a five-door liftback and off-road-themed TourX wagon, the Regal is not accumulating sales in the same manner as Buick's crossover lineup."

Willems also noted that Buick was able to continue to sell the

Regal even after GM sold Opel to Peugeot, thanks to a production contract.

But sales did not justify continuing to sell the Regal. Sales in the U.S. were down 19.6 percent through the end of September. This contrasts with the fact that overall, Buick sales have risen 1.4 percent since the start of the year.

Willems said that these sales figures come at a time when younger car buyers have switched from buying sedans to buying SUVs and CUVs.

Regal sales truly reflected this trend, Willems said. In 1999 Buick sold 74,000 Regal sedans. During the first three quarters of 2019, only 8,849 Regals were sold.

The history of the Regal goes back to 1973. It shared its front and rear styling with the Buick Century and used the same "Colonnade" pillared hardtop. What made the Regal stand out was the use of frameless doors, unusual for a sedan.

The Regal's interior was considered more luxurious than models like the Century.

The iteration of the Regal lasted for about five years without significant change. The Regal was powered by Buick's 350 V8 engine and starting in 1975, Regal coupes came standard with Buick's revived 231 cubic inch 3.8L V6 engine.

The second generation of the Regal was launched in 1978, and could be equipped with a turbocharged V6 engine with automatic transmission. The turbo versions were offered with either two- or four-barrel carburetors.

The third-generation Regal was launched in 1988 and was the vehicle built on GM's new W platform. By 1990 changes in the personal luxury market, the Regal



The Buick Regal's history stretches back to the 1970s, and versions of it were made in Germany and China.

was also offered in four-door editions along with the Cutlass Supreme and Grand Prix.

In 1997 the fourth-generation Regal was launched. The version of the Regal was based on GM's revised W platform, which was also used by the Oldsmobile Intrigue, the Pontiac Grand Prix, the Chevrolet Lumina and the Chevrolet Monte Carlo.

Differences between the Regal and the Century was considered mostly cosmetic, but the upmarket version of the Regal was offered with larger engines and more expensive trim. It also came with the option of the new 3.8L V6.

This generation of the Buick Regal GS came supercharged, in stead of turbocharged. This made the GS Buick's fastest vehicle since the 1991-1996 Roadmaster.

The Regal GS was titled "the official car of the supercharged family." The fourth-generation Regal ended its run in 2004.

Buick did not launch the fifth-

generation until 2008. The new Regal was a four-door, five passenger mid-sized sedan with a front engine and a front-wheel drive layout.

It was based on GM's Epsilon II platform was very similar to the Opel Insignia. It was produced in

Russelheim, Germany in 2008. Another version was produced in Shanghai for the Chinese market.

The Regal received an update in 2014. It had several new features, including forward collision warning, lane-departure warning and blind-spot monitoring.

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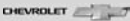


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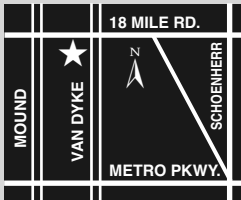
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MSRP \$34,170 Sale Price: \$26,899*

24 MONTH LEASE

\$269*

\$999 Down
NO Security Deposit required. Tax, title and plate fees extra.

The Best Price... PERIOD!



2020 BLAZER 2LT

- 3.6L V6 SIDI DOHC VVT Engine!
- Keyless Start and Entry!
- Rear Power Liftgate!
- HD Rear Vision Camera!
- Aluminum Wheels!
- Color Touch Screen Radio!

Stock# L55345

MSRP \$34,570 Sale Price: \$28,799*

24 MONTH LEASE

\$279*

\$999 Down
NO Security Deposit required. Tax, title and plate fees extra.

The Best Price... PERIOD!



2020 TAHOE 4WD LS

- 5.3L V8 DOHC Engine!
- Third Row 60/40 Fold Flat Split-Folding Bench Seat!
- Power Driver's Seat!
- Rear Locking Differential!
- 18" Aluminum Wheels!
- Trailer Package!

Stock# Q13092


MSRP \$52,370 Sale Price: \$39,499*

36 MONTH LEASE


\$299*

\$999 Down
NO Security Deposit required. Tax, title and plate fees extra.


The Best Price... PERIOD!



We'll Give You \$1000 OVER Kelley Blue Book for Your Trade-In... GUARANTEED!*



RICH MILNE
rmilne@moranautomotive.com



DAVID BERCEL JR.
dberceljr@moranautomotive.com

SHOWROOM HOURS:

Monday	8:00 AM - 9:00 PM
Tuesday	8:00 AM - 6:00 PM
Wednesday	8:00 AM - 6:00 PM
Thursday	8:00 AM - 9:00 PM
Friday	8:00 AM - 6:00 PM

(586) 791-1010

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