

TV Judge Holds Court in Talk at Borders Bookstore

By Stefanie Carano
Staff Reporter

TV Judge Glenda Hatchett recently visited Borders Book Store in Dearborn for a presentation of her latest book, "Dare to Take Charge," her personal story of struggle and triumph.

"I love this book," Hatchett said, "and it's really interesting that the book now comes out when we're facing so many challenges. When we're facing personal challenges, when we're facing challenges as a nation, we're facing challenges in the world. What people don't understand that it's not about tolerance, it is about acceptance and if we're truly living in this world as human beings, it needs to be about us embracing each other regardless of our race, our culture, where we live or what our zip code is that we really are connected."

Hatchett said it emphasizes that people need to celebrate their differences, learn from each other and celebrate each other.

"In 'Dare to Take Charge,' if you're looking for a self help book that tells you to do A, B and C it's going to be alright by 7:30 in the morning, this is not the book for you," Hatchett said. "I believe that if you take this book and you read it, that you will find some things in this book that will touch your soul and that's why I wrote it."

Hatchett said the book urges readers to get a handle on their life and live with purpose and intention.

"I'm a storyteller and every chapter I tell stories," she said. "And I tell the story about being in an emergency room with my mother 10 months after my dad had died suddenly and they had said, 'we don't know if she'll live through the night.' Well, honey she is driving a convertible sports car right now 16 years later, swimming, and so that chapter talks about faith."

Hatchett said the book also talks about her decision to get a divorce and why that was hard for her. Most important

for readers, she said, is the fact that each chapter is really designed to inspire people to think and Hatchett said she thinks it will help readers move to a higher ground, stop complaining and count their blessings.

Reading a chapter from her book called "How Dare You Not?," in which she chronicled a time when she was considering dropping out of law school, something she said is hard for her to admit.

"We all have our touchstones – mothers, fathers aunts, uncles, teachers, mentors, friends who have pierced through a fog we were in at one time or another and set us back on our path," Hatchett read.

She said had many supporters in her life, including one

kind and wise Aunt Frances, a pillar in Hatchett's family. "She had lived her life with dignity and finished her professional life with pride," she read. "She was someone who had thrived in life and who continued to live as an example in her old age."

Hatchett said her Aunt Frances had seen the worst days of segregation and before retiring worked for 40 years as a schoolteacher making half the salary of her white counterparts.

"I never heard her complain about that gross injustice," she said. "She had lived through enormous challenges and she had spoke eloquently through her words and deeds."

Another chapter titled 'Hope and Joy' encourages

Big Three Report Soft Gains In Spite of New Cars

By DEE-ANN DURBIN
and TOM KRISHER
AP Auto Writers

DETROIT (AP) – New models and autumn promotions didn't do much to fire Americans' appetites for new cars in September.

Sales at Chrysler Group LLC and Ford Motor Co. rose slightly from August. They fell at General Motors Co. and Honda Motor Co. and were flat at Toyota Motor Corp. Car companies say a recovery is still happening, but it's not as strong as they had hoped following a terrible 2009.

"We're not going to bust loose as you sometimes see after a downturn, but we'll see steady growth," said Don Johnson, GM's vice president of U.S. sales.

There were a few winners. Redesigned crossovers, which are SUVs on car frames, saw big jumps across the industry. Sales of the 2011 Ford Edge, Jeep Grand Cherokee and Toyota RAV4 doubled, while General Motors' GMC Terrain surged more than 200 percent. With gas prices relatively low and credit loosening, buyers have been gravitating toward big-

ger vehicles.

Some new small cars also saw strong sales, including Ford's Fiesta subcompact, which gets up to 40 miles per gallon. Automakers may have to rely even more heavily on more fuel-efficient cars in the future, with the Obama administration's proposal Friday to raise the fuel economy average to 62 miles per gallon by 2025.

Industry sales rose significantly from last September, but that was deceptive. The government's Cash for Clunkers rebate program, which ran during July and August of 2009, drew buyers who otherwise would have waited until later in the year.

For most major automakers, sales also dropped from August. While that is a typical pattern, August this year was one the weakest on record. September had the uneven sales that have plagued the industry all year. The month started strong thanks to Labor Day promotions, but sales tapered off until the final weekend, when new models and clearance sales on older ones piqued buyers' interest.

George Pipas, Ford's top sales analyst, said that



PHOTO: STEFANIE CARANO
Judge Glenda Hatchett addresses the crowd at Borders Bookstore in Dearborn to discuss her latest book, "Dare to Take Charge."

readers gain more joy in their lives by writing in a Joy Journal.

"If you write down what

brings you joy, it will make you more conscious and that will bring more joy into your life," she said.

though sales have seen monthly ups and downs this year, they continue to improve gradually.

Industry analysts expect full-year sales of around 11.6 million vehicles for 2010. Last year, they totaled 10.9 million. In 2007, before the recession struck in force, sales came in around 16 million.

Buyers remain cautious, responding to promotions and economic news, which means sales come in spurts. Still, those trends "encourage us that the buyers are out there and that the industry recovery will continue," said Toyota vice president Bob Carter.

So far, automakers have refused to pump up sales by offering big incentives, which was the usual tactic earlier this decade. Incentive spending fell 3 percent from August to September to \$2,683 per vehicle, according to auto pricing site TrueCar.com.

But they'll try winning customers in other ways. GM has a new in-house car financing company and plans to offer new lease programs and target buyers with poor credit, a big part of the car buying market.

Auto loans are still restrict-

ed for people with poor or mediocre credit scores, Ford's chief economist Ellen Hughes-Cromwick said. It will probably take a few years – and more job creation – for buyers with medium and poor credit to return to the new car market.

But loans are available to people with high credit scores because banks and finance companies are extending credit more easily after last year's all-out freeze, she said. People with high scores generally buy pricier cars and trucks, which explains why sales of vehicles such as the Lexus GX crossover more than doubled over last September. The GX starts around \$52,000.

Ford bucked the trend of lower August-to-September sales. Sales rose 2 percent over the period and climbed 46 percent from last September.

Chrysler, which has struggled all year, also saw September sales rise slightly from August and 61 percent from last September.

GM's sales fell about 6 percent from August. Sales rose 10.5 percent over last September.

GM Engineers Assist In Getting R2 Into Space

By Christine Snyder
Staff Reporter

GM may collaborate with all kinds of partners to keep its technology state-of-the-art, but it's not every day NASA comes calling.

A small group of GM engineers spent three years at NASA's Johnson Space Center in Houston. While that in itself was a once-in-a-lifetime event, the robotics proved even more exciting.

GM has a long history of collaborating with NASA. It also has a long history with robotics, being one of the first companies to introduce robotics in 1961.

What was different with the NASA project was who was called to help, and on what kind of robot.

"We've been working with robots for a long, long time. We use all kinds of heavy-duty industrial, commercially available robots," said Douglas (Marty) Linn, principal engineer of controls, conveyors, robotics and welding for GM during an interview at the GM Tech Center in Warren.

"We typically purchase between two and four thousand robots a year."

What NASA wanted was vastly different. "This class of robots is very new, has a lot of technical advantages from the point of view of safety," said Linn.

Called Robonaut 2, or R2 for short, this humanoid robot works as a robotic assistant to astronauts working in the shuttle or space station.

Manufacturing engineers usually don't get these kinds of opportunities, said Chris Ihrke, senior manufacturing project engineer of controls, conveyors, robotics and welding.

"Our partners within GM in research and development do this kind of collaborative work all the time, so it wasn't a shock to them," said Ihrke. "From a manufacturing perspective, I was very surprised."

Donald Davis, senior manu-

facturing project engineer, advanced robotics for GM's Manufacturing Assembly and Automation Center, was surprised as well.

"If you would have told me when I was an intern that I would have a chance to work at NASA on a humanoid robot, I would have laughed," said Davis. "I wouldn't have pictured that. It was a great opportunity."

For three years, seven GM engineers worked with NASA engineers full-time, on site, on one task: To build the most capable robot in the world.

"That really broke down a lot of barriers from a cultural perspective because everybody had the same focus," said Linn.

The collaboration resulted in dozens of patent applications and technology that GM can apply to its own plant floors.

"Some of those technologies can be applied to manufacturing environment . . . some may have a future in product engineering as well," said Ihrke.

"When you look at the electrification of the vehicle . . . those same sorts of technologies, those same sorts of features, have very close parallels to robots," said Linn. "The technologies are merging together. You see a lot of potential for control systems, safety systems, the same capabilities in a robot that is able to do those things, being applied to products."

New technology development aside, one of the biggest takeaways for the GM team, was the collaboration itself: Two very different large organizations coming together and working as one.

"We had a bunch of new people in the project. We didn't know each other," said Davis. "But we were all focused on one goal. Starting out, I wasn't sure we would be able to do it, but the way the team focused, it worked. It's amazing what you can accomplish when you have people focused on one goal."

TI Auto To Supply VW Cars

TI Automotive, headquartered in Warren, and a leading supplier of fluid storage, carrying and delivery technology, has been named the fuel systems supplier for up to 3 million Volkswagen Group vehicles, beginning in 2011.

The program also includes the development and production of six million fuel filler pipes.

The fuel tank systems will be produced at TI Automotive facilities in Ettlingen and Rastatt, Germany, and Pamplona, Spain, and installed on five different Audi, Volkswagen, Seat and Skoda vehicles.

System variants will include Partial Zero Emissions Vehicle (PZEV) and Economic Commission for Europe (ECE) for gasoline and diesel applications.

Meanwhile, the fuel filler pipes will be manufactured at a new TI Automotive facility in the Czech Republic and shipped to the different final assembly locations in the greater VW system.

"We have enjoyed a cooperative, long-standing relationship with Volkswagen on a global level," said Bill Kozyra, chairman, CEO and president of TI Automotive.

"Through this new program, we will continue developing innovative, lightweight fuel tank systems that will reduce emissions and help Volkswagen meet its goal of becoming the world's largest automaker."

VW, of course, has said that its goal is to surpass Toyota as the world's highest-volume producing automaker in the world by the 2018 calendar year.

NADA Raises Its Concern About Emissions Laws

In response to the administration's announcement last week on setting new fuel economy mandates for the 2017-2025 model year vehicles built in the U.S., the National Automobile Dealers Association (NADA) issued the following statement:

"America's franchised auto dealers have long supported fuel economy improvements," NADA's public statement read.

"Less than five months ago, the administration issued the most expensive fuel economy mandates ever, estimated to cost industry and consumers over \$50 billion.

"Now, before the ink has barely dried on those as yet unimplemented rules, the U.S. Department of Transportation, Environmental Protection Agency and the state of California have decided to launch a new and far more costly set of fuel economy mandates that would require light-duty cars and trucks to achieve up to 62 mpg on average by 2025.

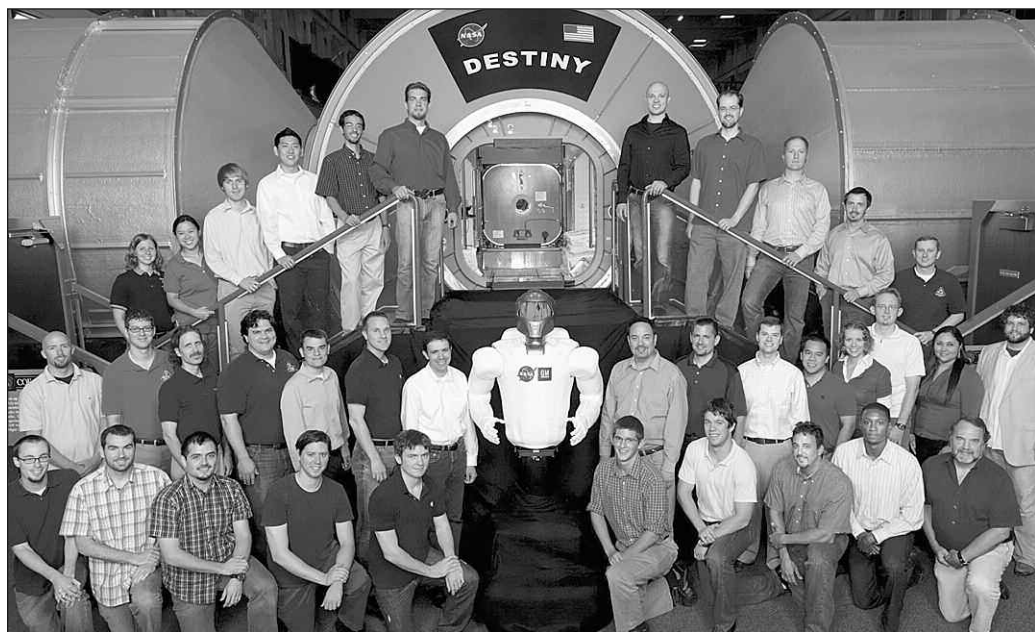
"Why the rush? "Apparently, California regulators are once again threatening the administration with an unworkable patchwork of state-by-state standards at the expense of one national standard premised on sound analysis.

"For many Americans, the prospect of being priced out of the car market means being driven out of the job market, so a primary concern for our members is the affordability of basic transportation for Americans.

"Preventing further job loss, preserving consumer choice and affordability, and improving safety should be primary factors in setting any fuel economy standard."

The National Auto Dealers Assn., founded in 1917, represents nearly 17,000 new-car and -truck dealers with about 37,000 franchises, both domestic and international.

Separately, the Detroit auto industry has complained to the EPA and Dept. of Transportation that just meeting the earlier targets are an onerous burden on the industry – the technology to meet those earlier standards is not there yet – so imposing even harsher standards for 2017 and beyond seems like even more of a bad thing. NADA was responding to its dealer body concerns about this.



GM partnered with NASA to develop a humanoid robot that will be launched in the space shuttle in November to work as a robotic assistant to the astronauts. It is called Robonaut2, center.

JCI Invests \$118 Million in New Plant

Johnson Controls, Inc. (JCI), the world's largest supplier of automotive batteries, today announced it is investing \$118 million to build a third automotive battery plant in China, to be located in Chongqing. The plant complements the company's existing plants located in Shanghai and Changxing, and expands the company's geographic presence to the central western part of the country.

"Our recent investments in China are an indication of the importance of this market for Johnson Controls," said Alex Molinaroli, president of Johnson Controls Power Solutions.

"In three years we will be growing from a single plant to three plants that will produce more than 18 million automotive batteries annually. These plants support our plan to install capacity for 30 million batteries annually in China by 2015."

The 30,000 square-meter plant will produce automotive lead-acid batteries using world-class Johnson Controls Power Solutions technologies, including its patented Power-Frame grid technology.

The new facility will be located in Fuling, which is in the central part of Chongqing, and has a population of 1.1

million people and strong logistics infrastructure with three major highways, three railways, and two main ports.

The plant will have capacity to produce 6 million batteries annually with the start of production slated to begin in 2012 subject to receipt of the necessary regulatory approvals.

"Motorcycles and cars have become Chongqing's leading industry, with 21 automakers located there alone," said Shu Yang, vice president and general manager for Johnson Controls Power Solutions in Asia Pacific.

"There is also a rich environment for innovation and research and development. The city is home to 50 universities, 400 technological schools and 100 academies, which adds up to well over 1

Consumers Supports EV Vehicles

Consumers Energy customers eager to join the ranks of plug-in electric vehicle owners will find information they need to conveniently charge the PEVs at their home on the utility's Web sites.

PEV rate information, incentives, frequently asked questions and a "Get Plug-in Ready" checklist are available

million students and more than 400,000 college graduates every year."

Ground breaking for the plant will take place in January 2011, with production slated to ramp up beginning in January 2012.

In addition to the new Chongqing plant, Johnson Controls' previously announced Changxing automotive battery plant will launch production in early 2011 with an expected capacity of 8 million batteries annually. The company will later this year begin locating its fourth plant, with a capacity of 6 million batteries, in the northern region of China.

Johnson Controls is a global diversified technology and industrial leader serving customers in over 150 countries. capabilities.

at the Consumers site.

"Michigan, as the automotive capital of the world, will play a key role in the growth of plug-in electric vehicles," said Sue Swan, Consumers Energy vice president of smart grid development.

"Our PEV Web site provides a convenient, one-stop location for customers needing information to be PEV ready."