



General Motors researchers, such as Innovation Program Manager Jeremy Salinger, are studying driver behavior in semi-autonomous driving situations.

GM Says Certain Safety Features Can Offset Driver Distraction

DETROIT – How would driver behavior change in the self-driving vehicles that could be available by mid-decade?

General Motors and its research partners recently tried to find out by studying how non-driving activities influence driver behavior in self-steering, semi-autonomous vehicles. One key finding is that driver attentiveness can be improved through advanced driver assistance and safety features.

“Drivers are already engaging in risky behavior, and are likely to continue doing so given the prevalence of smartphones and other portable electronics, so why not make it safer for them and the people around them,” said Dr. Eddy Llaneras, principal investigator at Virginia Tech Transportation Institute on the study. “Offering some form of vehicle automation with the proper safeguards might be better than what is happening on our roads today.”

More than one in three drivers surveyed in the AAA Foundation’s 2011 Traffic Safety Culture Index, admitted to texting or emailing while driving, despite the vast majority of those surveyed agreeing such behind-the-wheel activities are unacceptable.

The GM study examined the demands on the driver’s visual attention in hands-on steering and automated steering, both with full-speed range adaptive cruise control engaged. The studies took place in a driving simulator at Indiana University-Purdue University in Indianapolis and with VTTI on a GM test track in Michigan.

When engaging in non-driving activities, drivers tend to split their visual attention between the roadway and secondary tasks by making relatively frequent, but brief off-road glances. The study showed that advanced driver monitoring and assistance features, such as Forward Collision Alert, increases drivers’ focus on the road ahead by 126 percent when automated steering is in operation, which increases detection and response to roadway events.

“People have dreamed of having self-driving cars for decades, but having that capability will be a major adjustment for people when it is first introduced,” said John Capp, GM director of Global

Active Safety Electronics and Innovation. “This study is helping GM and its research partners determine the best methods for keeping drivers engaged.”

The foundation for these future systems is the Driver Assist Package that will be available in November on the all-new 2013 Cadillac XTS and ATS sedans.

The package includes features such as full-speed range adaptive cruise control and automatic emergency braking, which are designed to help prevent collisions caused by human error. The human factors research underway is helping GM and its suppliers identify what new technologies will be needed to ensure safe operation of future autonomous systems.

GM driver assist packages are designed to mitigate poor driver behaviors such as in-car texting.

When asked, some study participants expressed strong interest in having a vehicle that could drive itself, particularly for long trips when lane centering and full-speed range adaptive cruise control could help lighten the driver’s workload.

The Federal Highway Administration helped pay for the study but does not necessarily endorse all its findings.

GM, its partners and others are continuing to study the effectiveness of the driver monitoring systems, new ways drivers interact with their vehicles, and other active safety technologies that are key enablers for autonomous vehicles. These technologies are expected to ease drivers’ workload when traffic and road conditions allow, but they are not intended for drivers to completely “tune out.”

“At GM, we recognize that autonomous vehicles will require robust safeguards,” Capp said. “By studying driver behavior in automated driving scenarios we are better able to identify the types of driver assistance and safety features that automated cars will need.”

GM’s Barra Has Been Named to Karmanos Board

DETROIT— Mary T. Barra, senior vice president of Global Product Development for General Motors Company, has been elected to the Board of Directors for the Barbara Ann Karmanos Cancer Institute (KCI).

Also, Attorney Tom Kalas, owner, Kalas Kadian, PLC, has been elected to the Board of Directors for the Barbara Ann Karmanos Cancer Center (KCC), the hospital/clinical care function of Karmanos, and will also serve on the center’s Quality of Care Committee.

Both Barra and Kalas will serve effective immediately.

Barra will work with other board members to continue the Karmanos Institute’s strategic goal of becoming one of the top 10 comprehensive cancer centers in the nation.

A 32-year veteran of GM, Barra is responsible for leading the design, engineering and quality for GM’s vehicles across the globe. Some of her previous roles with the company include, vice president of Global Human Resources, vice president of Global Manufacturing Engineering, plant manager of the Detroit Hamtramck Assembly Plant, executive director of Competitive Operations Engineering and general director of Internal Communications for GM North America.

Barra began her career with GM in 1980 as a General Motors Institute (now Kettering University) co-op student at the Pontiac Motor Division, graduated with a Bachelor of Science degree in electrical engineering. In 1988, she received a GM fellowship to the Stanford Graduate School of

Business and graduated with an MBA in Business Administration in 1990.

Barra serves on the Board of Directors of General Dynamics Corp and the Kettering University Board of Trustees.

She was among the Automotive News “100 Leading Women in the North American Auto Industry” in 2005 and 2010. Barra was named one of the “World’s 100 Most Powerful Women” by Forbes magazine in 2011.

Barra also earned a Kettering Alumni Association’s Management Achievement Award for her contributions in the field of management.

She and her husband Tony served as chairs for Karmanos Cancer Institute’s 30th Annual Dinner in April 2012.

Kalas will work with other board members to help provide strategic direction related to patient care at Karmanos – Michigan’s only independent, free-standing center exclusively focused on caring for cancer patients. Nearly 6,000 new patients annually seek diagnosis and treatment at Karmanos Cancer Center.

A principal of Kalas Kadian, PLC, Kalas has had a strong career emphasis on complex civil litigation, real estate investment and development, commercial transactions, zoning/land use, and loan workouts with debt restructuring and debt purchase.

Meanwhile, Kalas is also involved with construction lien litigation and homeowner/condo association lien foreclosures. He successfully represented numerous local and national developers, builders, users and other business entities with all aspects of land purchase, municipal administrative process, litigation, development and the entitlement process. Project values have ranged from a few million to several hundred million dollars. He represents borrowers for loan and debt restructuring, foreclosure litigation and achieving favorable settlements and resolution on multimillion dollar loan portfolios that are in default.

Kalas will also serve on the Karmanos Cancer Center’s Quality Care Committee. He knows first-hand the importance of quality, compassionate care when it comes to treating cancer. He is a cancer and bone marrow transplant survivor who was treated at Karmanos. As a member of the Karmanos’ Quality Care Committee, he will help identify, monitor, report and make recommendations to KCC’s Board of Directors to continually enhance the quality of care experience for patients at Karmanos.

Kalas resides in Rochester Hills with his wife and three children.

GM Recalls Some Chevy Cruze Models for Years 2011-2012

By TOM KRISHER
AP Auto Writer

DETROIT (AP) – A risk of engine fires is forcing General Motors to recall its popular Chevrolet Cruze compact car.

The recall covers the 2011 and 2012 model years and affects more than 475,000 cars, which have ranked among the top-selling U.S. compacts over the past two years.

The fires can ignite when fluids, mainly oil spilled when it is being changed, drip onto a hot plastic shield below the engine, the company said last week. GM knows of 30 fires caused by the problem.

Flames engulfed and destroyed cars in two cases reported to the National Highway Traffic Safety Administration. No injuries have been reported, spokesman Alan Adler said.

To eliminate the risk of fires, dealers will cut the shield to let the fluids drain to the pavement, GM said. The repairs take about 30 minutes and are free, the company said.

Cruzes with completely worn-out manual transmis-

sions also can leak fluid onto the shields in rare cases, GM said.

The recall includes cars built from September of 2010 through May of 2012 at GM’s Lordstown, Ohio, assembly plant. They were sold in the U.S., Canada and Israel.

The Cruze is a strong competitor in a market where GM has fallen short in the past. The car came out in 2010 and was the top-selling compact in the U.S. from May through September last year.

But sales have started to fall as more Toyota Corollas and Honda Civics become available. Both were scarce after a 2011 earthquake and tsunami in Japan hobbled production.

Still, GM has sold more than 351,000 Cruzes in the U.S. alone, including almost 95,000 so far this year.

GM Vice President of Quality Alicia Boler-Davis said in a statement that the company apologizes for any inconvenience to its customers. GM, she said, is working to assure customers that the Cruze “is the safe and durable car they purchased.”

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The screenshot shows the DetroitAutoScene.com website interface. At the top, there's a navigation bar with "USAutoScene.net", "Legacy Story Index", "JUNE 18, 2012", "eMail the Newspaper", and "Info Page / Contact". Below that, there are sections for "WARREN EDITION", "OAKLAND EDITION", and "THIS WEEK IN PRINT". The main content area features several article teasers with images and headlines, such as "85 Years and GM Design Still Rolling Out Winners", "15 Years, \$3.5M in Charity, Arts, Beats & Eats Thrives", and "Emerging Viper Legacy Graces Cafe at the Chrysler Museum". There are also sections for "Tech Center News" and "Oakland Tech News" with their respective front pages. At the bottom, there are more article teasers and a "Tech Center News" section.

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