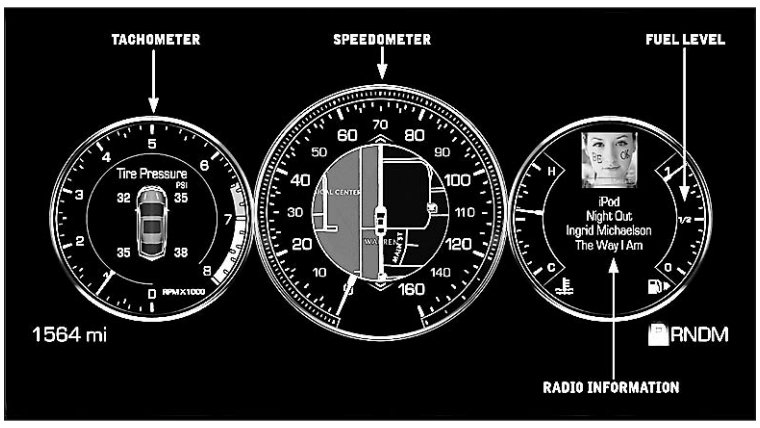
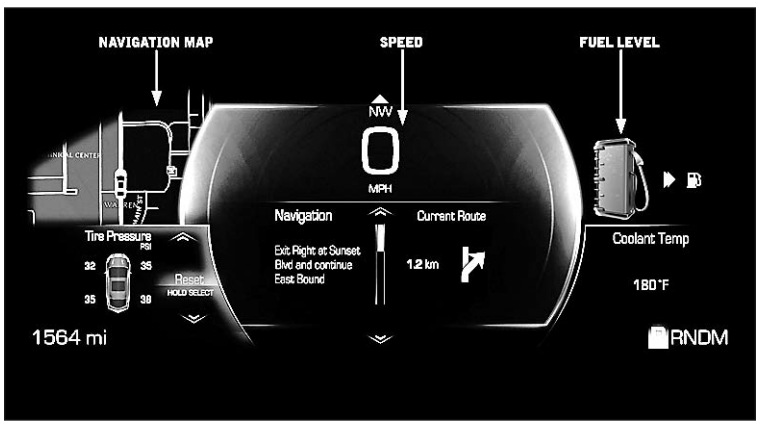
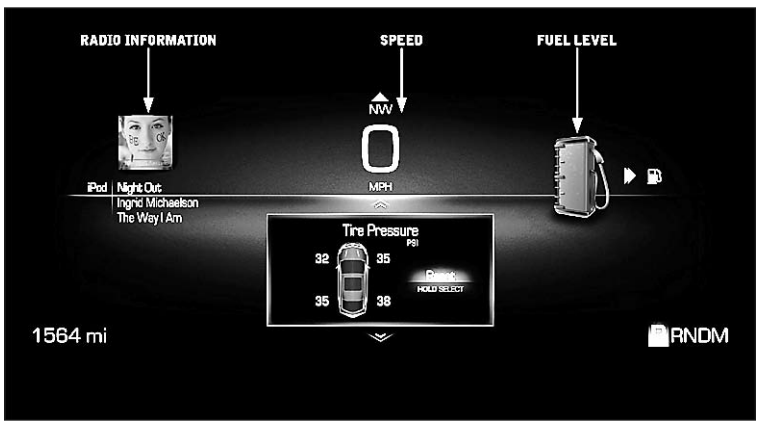


XTS Balanced Display



XTS Enhanced Display



XTS Simple display

XTS Drivers Create Their Own Dashboard

by Irena Granaas

Getting a restaurant to customize your hamburger is easy, but what about personalizing your car's gauge cluster appearance?

Enter the new Cadillac XTS, offering a cutting-edge, industry exclusive feature giving drivers a choice among four basic cluster layouts. The Detroit-based luxury car brand powers the feature through its CUE in-vehicle application for connectivity and control. The user-selectable gauge cluster formats are included on the 2013 Cadillac XTS Premium and Platinum trim levels, which start at $54,505 and $59,080, respectively.

Instead of traditional, fixed analog dials, the feature uses a 12.3-inch LCD screen to display one of four available basic cluster designs controlled by a multi-directional switch on the steering wheel.

"We spent time with owners of all kinds of vehicles to learn how they used the radio, navigation, phone settings and user connectivity features," said Scott Martin, senior creative designer in charge of building the digital cluster layouts. "Most drivers fell into one of four different categories in terms of the amount of information they want to see at any given time, so we built the XTS gauge cluster layouts to appeal to any one of those drivers."

Jordana Strosberg of Cadillac Communications said the cluster display feature is user-friendly and easy on the eyes. Each cluster layout lets users view more information with a "screen within a screen" feature, which consists of a smaller display in the center of the speedometer and tachometer images, which lets users follows navigation information and operate the radio, for example.

"It is definitely easy to use … For me, I like the personalization, because for me, I love being able to know what's on my radio station right away, so it's nice not to have to take your eye away while you're checking your speedometer, and I also use my nav system a lot, so having those two features available with my speedometer in one place is something I personally appreciated very much," she said.

Strosberg added that regardless of which display users select, "It's clean and very easy for the eye to go to exactly what the driver is looking for … They're very cleanly designed, they're full color, which is great and it's easy to look at and easy to get the information you need."

Drivers can choose one of the following gauge cluster formats:

• The "Balanced" display is the default design. It gives the driver a traditional layout, while allowing the user to customize the size and graphic quality of the display. This layout features three "zones" across the screen, featuring a speedometer, tachometer, fuel level, radio stations and outside temperature.

• The "Performance" layout caters to the enthusiast who want to monitor the car itself, displaying a large speedometer to the right, and a tachometer on the left. The driver can still modify it by adding details such as tire pressure and fuel consumption information.

• The "Enhanced" display option is designed with the extremely connected, digitally enabled customer. Its Web-inspired design includes a navigation map on the left and to the right, digital speed and fuel readings. The driver can pull up and scroll through all the information pages with the touch of a button.

• The "Simple" cluster is the preferred choice for drivers who want a minimal, simplified display focusing on speed, fuel and audio. The driver can access additional information at any time.

Strosberg said including features like this all-digital, user programmable cluster display is part of the continuing renaissance of the Cadillac brand launched in recent years, which is led by advanced engineering and advanced technology.

Continental Tests Its Vehicle On Nevada's Variated Terrain

CONTINUED FROM PAGE 3

for Continental," said Christian Schumacher, Head of Continental's Advanced Driver Assistance Systems (ADAS) Business Unit in NAFTA.

"Continuing our research and testing in the most challenging environment – public roads – under the highest safety standards, will allow us to continue to assess and develop our highly automated vehicle. This vehicle demonstrates what modern technology can do to provide a safer, more comfortable drive."

Troy L. Dillard, Director of Nevada Department of Motor Vehicles said "We are proud that our state is serving as the platform for automated testing and licensing.

"Nevada's steady climate, varying terrains and driving conditions offer an excellent opportunity for more companies, especially automotive organizations, to take advantage of this autonomous driving opportunity," said.

"Automated vehicles, such as the one Continental is testing, illustrate the extensive research and development occurring within the automotive industry and embody the future of a vehicle equipped to make the driving experience safer and more enjoyable."

Continental's current highly automated vehicle is designed to always have a driver monitoring the vehicle behind the wheel, unlike a completely automated vehicle.

Designed as a driver assist system, the automated vehicle can accommodate multiple driving scenarios.

Utilizing four short-range radar sensors (two at the front, two at the rear), one long-range radar and a stereo camera, the vehicle is capable of cruising down an open freeway as well as negotiating heavy rush-hour traffic.

Taking advantage of Continental's sensor fusion technology as part of the ContiGuard safety concept, the vehicle is able to track all objects as they enter into the sensors' field of view.

The object information is then processed and passed on to the Continental Motion Domain Controller to control the vehicle's longitudinal and lateral motion via signals to the engine, the brakes and the steering system.

The equipment in Continental's highly automated vehicle differs from the customized sensors and tailor-made actuators in other automated vehicles.

The vehicle, which has logged more than 15,000 miles, is built primarily with equipment that is already available in series production.

Continental's short term goal is to relieve the driver of tedious and monotonous activities, such as driving on highways with minimal traffic or in low-speed situations like traffic jams.

Although the concept of complete autonomous driving is valid, it is not yet fully viable

Continental's highly automated vehicle, however, is an intermediate step toward autonomous driving. The vehicle brings the company closer to achieving its Vision Zero – the goal of reaching zero accidents and zero fatalities on the roadways.

Continental says it will continue real world evaluations with this vehicle and believes that a highly automated driving vehicle featuring traffic jam assist will be introduced within the next few years.

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