

# THE WANADA BULLETIN

NEWS AND INFORMATION FOR AND ABOUT FRANCHISED NEW CAR DEALERS IN THE WASHINGTON AREA

WANADA Bulletin # 46-13

November 27, 2013

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## NHTSA to propose rules for side crash dummies for children

The National Highway Traffic Safety Administration plans to propose rules soon for side impact crashes for small children. The rules would outline requirements for a side impact, crash dummy, representing a 3-year-old. The dummy would help NHTSA meet the requirement mandated by Congress in July 2012 to issue a rule to improve the protection of children in car seats during side impacts.

NHTSA also announced a “Significant and Seamless” initiative that calls for the agency to work with the auto industry to accelerate technological advances that would significantly improve safety.

“Today’s announcement focuses on real solutions that can significantly address safety issues that have plagued this nation for decades, including failure to use seat belts, drunk driving and driver error,” said Transportation Secretary Anthony Foxx. A breakdown of the three technologies:

- **Seatbelt interlocks.** NHTSA is doing research on whether to allow automakers to use interlocks to satisfy crash test requirements. Each year more than 3,000 people killed in crashes could have survived if they had been wearing a seatbelt. Seatbelt interlocks could increase national use from 86 percent currently to near 100 percent, NHTSA says. But the agency wants to ensure that the interlocks would be tamperproof.



NHTSA is working on a side impact crash dummy for a 3-year-old.



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- **Driver alcohol detection system.** This technology could prevent a vehicle from being driven by a drunk driver. NHTSA and the auto industry are researching the legal, public policy and consumer acceptance issues so that when the technology is ready, manufacturers will find a marketplace. The system would accurately detect when a driver is above the legal alcohol limit, every time a car is started. NHTSA says more than 10,300 people were killed in drunk driving crashes in 2012.
- **Forward collision avoidance.** This sensor-based vehicle technology could detect a potential forward crash with another vehicle or pedestrian before it occurs, by alerting the driver to take corrective action to avoid the crash. The system would automatically apply the brakes to help prevent or reduce the severity of crashes.

## Dealers weigh-in on proposed zoning amendment in Mont. Co.

### A problem or two for dealers...

As local jurisdictions will do from time to time, Montgomery County embarked on an in depth review of its zoning ordinance, which brought the zoning staff together with elected officials. What resulted is a fairly substantial overhaul of the county's zoning laws responding to the ebb and flow of population density as it impacts formerly rural areas, turned urban, which then impacts how residential land uses interact with business retail and industrial uses, and how all the public services-- like roads-- will connect them.

The process is at the County Council, which held public hearings recently so all stripe of private and business citizens and their lawyers could weigh-in on what the zoning staff has recommended to elected officials. Joining with a number of its auto dealer members in the county, WANADA testified before the Council about dealer concerns relative to what appears to be unintended, but seriously detrimental, consequences in the proposal.

Specifically suggested changes WANADA and the dealers put forward would:

1. Fix a section that would require dealers to apply separately for land use approvals on service/repair facilities, *vis-à-vis* vehicle sales operations; and
2. Expand a provision for vehicle storage lots beyond use only for towed vehicles, to include storage lot use for dealer vehicle inventory as well.

As the process goes forward from here, county dealers and WANADA remain engaged with the Council and staff to see through the "changes to the changes" dealers have recommended. At this point, WANADA has no reason to believe its few, but important, recommendations won't be welcomed and implemented by zoning planners and elected officials so as to be reflected in the amendment when finalized. WANADA will take care that all members, especially those in the county, are kept informed of further developments.



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## Driverless cars on the way, automakers tell House panel



The Cadillac XTS has Adaptive Cruise Control, a step toward more autonomous systems, said GM's Mike Robinson.

At a recent Capitol Hill hearing on autonomous vehicles, General Motors and Nissan outlined scenarios for the future of driverless technology, while committee members seemed alternately fascinated and skeptical. The hearing was held by the House Transportation Committee Subcommittee on Highways and Transit.

Subcommittee Chairman Rep. Tom Petri (R-Wis.) said autonomous vehicles could “fundamentally transform transportation infrastructure as we know it,” according to *The Hill*. He added that the cars could be driven safely even when the driver is drunk or fatigued.

GM Vice President of Sustainability Mike Robinson tried to dispel any science fiction notions of total lack of human involvement in driving – at least for now.

“Realistically, we expect that the systems will add automation to support the driving task,” he said. “But the driver will still need to be engaged and in control,” said Robinson.

Raj Rajkumar of Carnegie Mellon University said we will have to wait until the 2020s for a fully autonomous vehicle that doesn't require a human in the driver's seat, reports the *Detroit News*.

Nissan CEO Carlos Ghosn has vowed to have an autonomous vehicle on the road by 2020. Andy Christensen, Nissan's senior manager of technology planning, admitted it's unclear exactly what will be available at that time, the *Detroit News* said.

NHTSA expects to decide by year-end whether it will write regulations to require features, such as automatic braking

## Hazcom training deadline is December 1

By December 1, 2013, all service, parts and body shop employees must be retrained on OSHA's new hazard communication (hazcom) rule. Hazcom training must cover new hazardous chemical classifications, labels and safety data sheets, among other topics. Employees hired after December 1 must be trained within 90 days.

Hazcom compliance is the area most cited by OSHA when conducting dealership inspections. To access an NADA webinar that provides a good overview of the new rule, log onto [NADA University](#), click on Training Center, choose Legal & Regulatory, Environmental, and OSHA's New HazCom Rule: What You Need to Know.

## Hyundai is *Total Value* leader in Strategic Vision study

Hyundai Motor Corp. was the leader among U.S. auto companies in Strategic Vision's annual Total Value Index study. Strategic Vision surveyed nearly 46,000 new-car buyers about their ownership experience and their assessment of immediate and expected costs. *Immediate costs* include elements, such as total down payment, drive-off costs, warranty costs and special incentive programs. *Expected costs* include factors, such as the vehicle's expected reliability, durability, resale value and fuel economy.



The Hyundai Equus had the highest Total Value score in the industry.

Hyundai took first place for the first time in the study's 18-year history. The Hyundai Equus, the automaker's top of the line, had the highest value score for an individual model. Domestic winners in individual categories included the Chevrolet Spark, Cruze, Volt and Traverse, and Ford Fiesta Sedan, Fusion, Focus Hatchback, Taurus, Explorer and Lincoln Navigator. Among imports, winners included Toyota's Prius c, Scion FR-S, FJ Cruiser and Tacoma. Chevrolet and Ford had the most Total Value leaders.

## Fuel consumption down 11% from 2004

Fuel consumption by U.S. drivers has dropped 11 percent since 2004, says the author of a recent study from the University of Michigan Transportation Research Institute, according to the *Detroit Bureau*.

The study looked at fuel consumption per person, per licensed driver, per household and per registered vehicle. Each of these rates reached their peak in 2003 or 2004 – several years before the start of the Great Recession – and decreased by 13 percent to 17 percent between then and 2011, the period covered by the study. Because the reductions were not caused by short-term economic changes, and because fuel economy is expected to keep improving, fuel consumption may have reached its peak for the long term.

“We now have fewer light-duty vehicles, we drive each of them less, and we consume less fuel than in the past,” the study says. Current fuel consumption rates are lower than they were in 1984.

Because the change in fuel consumption can't be explained by economic changes, the study looks to broader societal changes that influence the need for vehicles: “increased telecommuting, increased use of public transportation and increased urbanization of the population.” The big question, of course, is whether any or all of these changes turn out to be permanent.

## Fuel cell vehicles coming soon; consumers not informed on EVs

Hyundai, Toyota and Honda plan to bring hydrogen fuel-cell vehicles to the U.S. by 2015, some with substantial subsidies in addition to the federal and state incentives.

Hyundai showed its fuel-cell Tucson at the Los Angeles Auto Show, when the show opened to the industry and media last week. When production starts early next year, it will be the first mass market, hydrogen fuel-cell vehicle sold in the United States. Honda and Toyota plan to introduce fuel-cell vehicles in 2015. Ford, Nissan and Daimler have worked together on a common system and plan to bring forward their models



Hyundai's fuel cell Tucson revealed at the 2014 LA Auto Show

around 2017, reports the *Detroit News*. Ford is working together with Honda and plans a fuel-cell vehicle in 2020.

The technology may be close, but there are other obstacles: inadequate infrastructure, high cost and tepid public acceptance. There are only 10 public hydrogen fuel stations in the country, nine of them in California. To help address cost, Hyundai will pay fuel and maintenance for the entire duration of a 36 month lease for its fuel-cell Tucson.

Consumers are unaware of the financial advantages of another type of alternative vehicle, plug-in electrics (PEVs), a recent survey shows. The survey, by two Indiana University researchers, indicated that 95 percent of respondents didn't know about state and local subsidies, rebates and other incentives. Indeed, three-quarters were reportedly *unaware* of the savings in fuel and maintenance costs for PEVs compared with conventional vehicles.

“What should be particularly troubling for PEV proponents and manufacturers is that the respondents to our survey live in major urban areas, the places where PEVs make the most sense due to daily travel patterns,” said John Graham, a coauthor of the report. The researchers surveyed consumers in 21 cities, not including Washington.

## Washington area business advocate, John Tydings, dies



John Tydings

John Tydings, who was the president and chief executive officer of the Greater Washington Board of Trade (GWBOT) for nearly 25 years, died of degenerative brain disease at the age of 72 last week. Starting at GWBOT as the economic development guy in 1968-- hot-on-the-heels of the riots in Washington and other major cities in the wake of the assassination of Martin Luther King, Jr.-- Tydings worked his way up to CEO in 1977, a position he held until 2001.

More than any business advocate here before or since, John Tydings is credited with successfully bringing DC businesses together with their regional counterparts in the Maryland suburbs and Northern Virginia. In the transportation sector in particular, Tydings organized the regional support required to get the Washington Metro system started, along with jump starting perpetually delayed road projects, such as the reconstruction of the Woodrow Wilson Bridge.

Instrumental with business sectors like WANADA, the Board of Trade, with Tydings at the helm, got the Washington Auto Show integrated into the first Washington Convention Center in the early 1980s, enabling WANADA to make the Auto Show the annual event it has been since, despite the mentality among some at the convention and visitors office that the Auto Show was less important than other traditional bookings in the Convention Center for the good of the City.

With Tydings' leadership, GWBOT with WANADA and other business groups came together with the Council of Governments to co-found the eminently successful sober driving coalition, Washington Regional Alcohol Program, in 1984.

In retirement, John Tydings utilized his extraordinary networking capabilities to assist Catholic Charities and the HEROES Foundation, consisting of business leaders committed to helping the widows and children of fallen police and firefighters throughout the region.

Members from Congress and leaders from state and local government, along with a line-up from the business community he created in this region crowded into his funeral at Our Lady of Mercy Church in Potomac last week to remember him fondly.

“Of all of the chamber professionals I’ve ever known, John Tydings topped the list,” said Gerry Murphy, WANADA CEO. “John was a mentor to me in Washington area politics when I first met him 30 years ago and was later appreciative of the things I was able to get leveraged for WANADA through the Board of Trade when John ran it,” he said. Or as *Regardie Magazine* editor, William A. Regardie aptly put it, “John Tydings was the link between the Board of Trade and the rest of Washington, calling on people to work together even when they didn’t want to.”

## Washington per capita income 4<sup>th</sup> highest among 50 metros

The Washington area had the fourth highest per capita income among the nation’s 50 largest metro areas in 2012, according to the Commerce Department’s Bureau of Economic Analysis. That was the case even though income growth here slowed considerably, rising 1.5 percent to \$61,743. Nationwide, per capita income grew 3.4 percent, compared with 5.3 percent in 2011.

Among large metro areas, Bridgeport, Conn., had the highest per capita income last year, at \$81,068.

### Happy Thanksgivukkah!

#### Hanukkah and Thanksgiving at the same time? Yes!

For the first time in 125 years, the first day of Hanukkah-- the eight day Jewish *Festival of Lights*-- is lining up on the calendar with Thanksgiving this week. The last time was in 1888, 25 years after Abraham Lincoln officially launched the Thanksgiving holiday. But if you are waiting for the next time the two holidays connect, you need to know that it won’t occur again for another 70,000 years.

Hanukkah is subject to the ebb-and-flow of the Jewish calendar set more than two thousand years ago. Thanksgiving is the fourth Thursday in November, occurring late this year, as Hanukkah, typically more lined up with the Christmas season, occurs early.

So for those of us celebrating Thanksgiving in the Jewish tradition this week, Happy *Thanksgivukkah!*