

Featured Case:

Jeep Liberty Safety Malfunction

The National Highway Transportation Safety Administration (NHTSA) is currently investigating multiple 2017 Jeep Liberty vehicles due to a possible safety system malfunction that could affect the proper release of the vehicle's airbags.

The investigation is a result of more than 40 complaints regarding the 2017 model year Jeep Liberty that the Liberty model in 2016. The complaint centered around a defective malfunction of the Occupant Restraint Controller safety computer designed to detect when the vehicle crashes and/or detects airbag warnings. Service technicians noticed the airbag warning light became enabled when the computer malfunctioned. Subsequently, the light turns off when the computer is replaced. No injuries have been reported.

NHTSA Fiat Chrysler Automobiles announced it is fully cooperating with the recall.

Facts or opinions you share have been reported in an advertisement, please contact us today for a complimentary consultation. ■

Source: The MotoristHub

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Autonomous Driving: When Truck Tailgating is a Good Thing

By David Lundgren

Autonomous driving vehicles have been in the news more recently. As such, our focus is taking much more. Drivers use their smart car technology to bring experimental and assist in new cars, but automation is still more years away.



What is much more current and expected to be on the roads this year are partially automated vehicles. Two companies use it as the backbone of the technology: Cruise Technology and General. Both companies utilize safety systems and is focused on being safety, efficiency, and safe introduction to the trucking industry. Cruise is a truck fleet management software company. Together, they are working on piloting.

The savings when several trucks drive in close proximity to one another approximately 20-30 feet, to increase aerodynamics and save fuel. The trucks are spaced electronically and the close distance increases flow. The first vehicle serves as the leader and will coordinate trucks in the column automated and controlled remotely by the lead truck.



The two biggest advantages that platoon have over autonomous vehicles is that there is always a driver in a vehicle able to take control at a moment's notice, and they generally use technologies already in production and widely available. These technologies include vehicle integration. A driver can follow vehicle control the vehicle out of the platoon at any time and all remaining vehicles would automatically close the gap between vehicles. Ultimately, they hope to be able to use the technology by having only a driver in the lead truck.

At first, the trucks will travel in groups of three, then additional trucks will be added to the platoon once the public adapts to the new technology. Using the two-truck concept will allow vehicles to become accustomed to the platoon. It is three miles per vehicle between two trucks less than 30 feet apart. The trucks will be programmed to maintain the gap.

One of the challenges to the self-driving technology on trucks is their weight, which is greater than a passenger car thus making it harder to control. Trucks decrease drag when the passenger cars which creates more wear on the self-driving vehicles. Another area of concern are weight and other instantaneous tolls on roads. Although the technology is created for not until expensive, those regulations may be difficult to program and create.

Check out our blog for more on autonomous driving. ■