

High-tech tires

Pirelli will sell both summer and winter tires with embedded computer chips that can be connected to (what else) a smart phone app. The chip measures key data such as tire pressure, wear and the distance traveled for each tire and can communicate pressures to your phone as it's being inflated. It can also advise when it's



Pirelli's latest tire will be able to send vital information to your smartphone.

time for a replacement. The Italy-based company calls the concept the Pirelli Connesso, and will make it available this summer for the Pirelli P Zero and Pirelli Winter Sottozero. Future versions of the Connesso will alert drivers to motorsports events in the area and allow users to write and share reviews of tire dealers. In other words, full connectivity for your tires.

The new Wrangler's grille will curve backward toward the top, like on this Jeep Shortcut concept from last year.



2018 Wrangler: final development

Our operatives recently spotted disguised versions of Jeep's two- and four-door models that make up two of three new **JL-series Wranglers**. The remaining model will be a four-door pickup that, at least for now, goes by name Safari. Although the upcoming Wranglers closely resemble the current models, the boxed frame is newer and lighter and many of the body panels will be made of aluminum. The iconic seven-slot grille returns, more upright than before. A redesigned front bumper moves the foglights from the center to the edges, and a vent behind the front fenders is most likely meant for aerodynamics. The base engine will be a turbocharged four-cylinder, while a variation of the current V-6 will be optional on two-door variants, but most likely standard in the four-door model and the Safari truck. The pickup will also be available with a canvas roof, making it the only truck of its type to be sold as a convertible. Which adds more bragging rights to Fiat Chrysler's claim to having the only real, four-door SUV convertible.



The Volkswagen Arteon could wind up being called the CC (the name of the current swoopy four-door sedan) when it arrives here for the 2019 model year.

VW strikes back

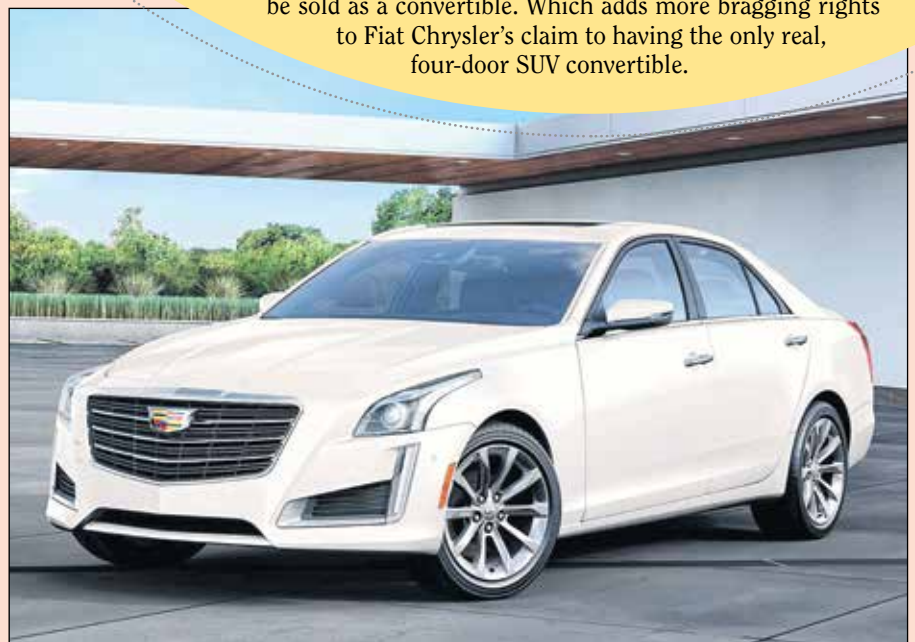
There are a lot of changes going on at Volkswagen. Instead of skulking away with its tail between its legs following the recent diesel-engine-emissions cheating scandal, the automaker continues to show upcoming new and redesigned models, including the seven-passenger **2018 Atlas** (see Dan Lyons' exclusive review of that wagon next week) and the new extended-length **Tiguan** and the **I.D. Buzz concept van**.

Now you can add the **Arteon** fastback sedan to the list. The Arteon will eventually replace the similar-looking CC and might still use that handle when it arrives in North America by mid-2018 as a 2019 model. One thing for sure is that the sleek-looking four-door will be a lot roomier and will have a turbocharged four-cylinder or optional V-6 under the hood.

Both will be linked to seven-speed automated manual transmissions.



VW showed off its new electric I.D. Buzz concept at this year's Detroit Auto Show. It follows the similarly retro Microbus-like BUDD-e EV concept from 2016.



Chatty Caddie: The 2017 Cadillac CTS is already equipped with technology to communicate with other vehicles on the road. Or at least other 2017 Caddie CTSs.

Vehicle-to-Vehicle Cadillac

As research and testing continue at a rapid pace on autonomous vehicles, there's been a preemptive push to arm all cars with the technology necessary for self-driving vehicles. Called vehicle-to-vehicle (V2V) communications, it allows cars to recognize each other (and traffic landmarks like stop signs and traffic lights) to navigate safely on the road.

General Motors' **Cadillac** division has launched a system that allows its cars to communicate with each other and relay info regarding crashes and other traffic tie-ups, and relay that info to other cars up to 1,000 feet away so their drivers can take action. The **2017 Cadillac CTS** sedan has already been equipped with V2V, and Caddie will soon roll out to other models.

Since the system is proprietary, though, only Cadillac owners can benefit from it.

TEST DRIVE

2017 M-B GLC300

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Said storm proved the merits of Mercedes' 4Matic all-wheel-drive. The automatic, on-demand system integrates with the onboard traction control and stability programs, stepping in as needed to maximize traction. On a day when front-wheel-drive cars were struggling to maintain a straight line, the Coupe was most confident.

Dry road handling is a relative measure, and the GLC Coupe is admirable by crossover standards, though it's a foot taller than some of the company's sports car offerings (like the SLC), and it feels it during hard cornering. The Dynamic Select mode offers the driver five settings

(Eco, Comfort, Sport, Sport+ and Individual) — each with corresponding parameters for throttle response, shift mapping and steering effort.

Sport+ is, of course, the most spirited choice, and arguably the highlight of the setting is an unmuzzling of the exhaust system (particularly on sport exhaust equipped models). Nothing crass here, just a moderate, pleasing amount of engine growl, with an on/off switch. I had no complaints with ride quality, even with the shorter sidewall, 20-inch tread.

The Coupe's powertrain pairs a turbocharged, 2.0L four-cylinder engine with a nine-speed automatic transmission. The M-B driveline is smooth, quick and



The GLC300 offers a well-crafted, handsome cockpit. Atop the center stack is a touch-screen which serves as your display for the COMAND infotainment system. It's accessed by a console-mounted rheostat and surrounding buttons.

refined; its horsepower (241) and torque (273) numbers compare favorably with the X4 (240/260). The company estimates a 0-60 mph time of 6.4 seconds, (BMW's estimate is 6.0 for the X4).

The transmission does a fine job of meting out the power, and there's no noticeable turbo lag. EPA estimates for fuel economy are a respectable 22/27/24 (vs. 20/27/23 in X4).

The GLC300 Coupe's fashionable looks come with some functional givebacks. That's a common equation with style-

forward vehicles. If this was the only crossover in the M-B menu, it would be a limitation, but that's not the case. There are quite a few crossovers and SUV's the Mercedes-Benz stable. That allows the GLC300 Coupe to freelance, as a fresh take on the GLC platform, and a new option for trendspotting car buyers.

A regular contributor to the Times Union for more than 25 years, Dan Lyons is the award-winning author of six books, and photographer of 180 calendars.



» Don't miss next week's Test Drive: **2017 Volkswagen Atlas**

