

Uber had disabled safety system before fatality

Before the Tempe, Arizona traffic fatality last week in which an Uber-owned self-driving Volvo XC90 struck and killed a pedestrian, Uber had disabled the standard collision avoidance system, according to Aptiv, the supplier of the vehicle's radar and camera.



An Uber self-driving Volvo XC90

Uber's Lidar technology is supposed to be able to detect other objects, even in complete darkness. Tempe police and the National Transportation Safety Board are investigating the incident, and the state of Arizona has suspended Uber's license to test autonomous vehicles. During the March 18 incident, the car was traveling in full autonomous mode at about 40 mph when it failed to slow for a pedestrian crossing the street with her bicycle. A person in the driver's seat for monitoring purposes was apparently not paying attention before the accident.

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The Cadillac CT5 midsize sedan will be out as a 2020 model, replacing the ATS and CTS sedans. Private jet will be sold separately.

Cadillac will replace the ATS and CTS with one new model

Sources report that the **ATS** sedan and coupe, as well as the **CTS** sedan, will be phased out in 2019, in favor of a single midsize sedan wearing the **CT5** label.

Rather than serve as a replacement for these models, it appears that Caddie is angling to create a trio lineup of sports sedans to battle the German imports, with the **CT6** at the top gunning for BMW's 5- and 7-series, the rear-wheel-drive **CT5** aimed at the 3-series, and the upcoming **CT4** aimed at the Audi A3 and Mercedes-Benz CLA. In addition, the front-wheel-drive **XTS** that's built

on the same platform as the Chevrolet Impala is also not long for this world (the big Chevy might also suffer the same fate).

Clearly, General Motors' premium division isn't abandoning the sedan market, but instead is pinning its hopes on more stylish vehicles that both traditional and non-traditional buyers will find appealing. As always, we say, choice is always good.

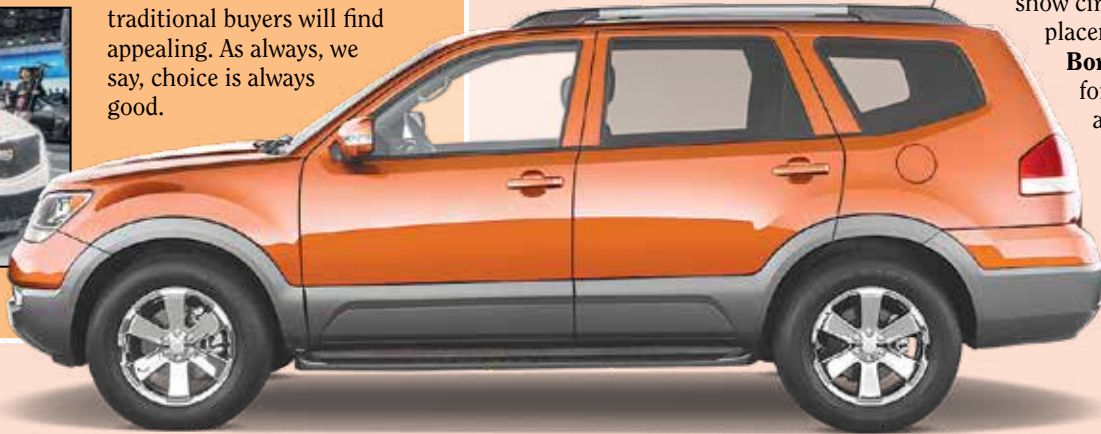


2018 Cadillac ATS



2018 Cadillac CTS

Kia Borrego



The Genesis G70 will arrive this year as a midsize.

Genesis splits from Hyundai

Sources confirm that **Genesis** — the luxury car brand that's part of the **Hyundai** organization — will in the future be sold in freestanding dealerships in the United States, much in the same way Lexus, Infiniti and Acura are separate from Toyota, Nissan and Honda, respectively. Initially, about 100 Genesis franchises will be offered, which is about 250 fewer outlets than currently exist within Hyundai stores.

The first Genesis luxury sedan debuted as a concept from Hyundai at the 2007 New York International Auto Show, and introduced, badged as a Hyundai, in 2009. Due to the popularity of luxury lines, it was rebranded as the **Genesis G80** last year. Since then, models have offered choices of four different V-6 powerplants (Lambda 3.0 GDI, Lambda 3.3 GDI, Lambda 3.8 GDI, Tau 5.0 GDI) in both rear- or all-wheel-drive.

So far, only the **G80** and **G90** full-size sedans wear Genesis badges. The midsize **G70** is due out later this year, followed by a utility model called the **GV80** that's set to arrive in 2019.



Kia's Telluride concept from 2016: Will it see life as a full-size, three-row utility wagon?

Kia to fill another niche

Now that Hyundai's subsidiary is adding a premium sports sedan to the stable (the Stinger), sources are reporting that Kia will also introduce a full-size utility wagon with three rows of seats.

It's expected to arrive by the first quarter of 2019 as a 2020 model. Word also has it that the vehicle will be based on the **Kia Telluride concept** vehicle that made the auto-show circuit in 2016. Ostensibly a replacement for the very short-lived **Borrego** (left) that was launched for 2010, the Telluride will join a glut of similar models.

The concept Telluride is equipped with a hybrid power team, including a 3.5-liter V-6 combined with an electric motor for an estimated 400 horsepower. Apparently there's a strong possibility that a turbo-diesel engine will also be available.

TEST DRIVE

2018 Acura MDX

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BMW X5, three frequently cross-shopped competitors.

The conventional powertrain in MDX features Acura's 3.5-liter V-6. Rated at 290 horsepower and 267 lb.-ft. of torque, it's paired with a nine-speed automatic

transmission. It takes the big Acura about 6½ seconds to reach 60 mph from a standstill; that's about average for this class, and the MDX drivetrain feels comfortably responsive to the driver.

EPA estimates for fuel economy are 18/26/21 (AWD) and 19/27/22 (FWD).

Maximum towing is 5,000 pounds (AWD); 3,500 (FWD), and the EPA estimates for fuel economy are 18/26/21 (AWD) and 19/27/22 (FWD). You can add

about 1 mpg to your city and combined rates by using the auto start/stop feature. If you find it a little slow on the uptake, it has an off switch, but reverts to "on" every time you restart. Not yet tested is the available hybrid powered model. Employing a 3.0L V-6 along with three electric motors, this Sport Hybrid MDX promises better fuel economy (26/27/27, per EPA), and packs a total system output of 321 horsepower, 289 lb.-ft. of torque and it linked to a seven-speed automatic.

The available Super Handling All-Wheel-Drive (SH-AWD) system is full-time and fully automated, requiring no input from the driver. Under normal conditions, almost all of the available torque (90 percent) is channeled through the front wheels. However, SH-AWD uses torque vectoring to monitor vehicle grip, and apportion power not only front to back, but also side to side as needed to provide maximum traction. The system also provides cornering assistance, transferring torque to the wheels with most grip, and overdriving the outside rear wheel, to usher the ute through turns.



The 2018 Acura MDX's instrument cluster is bright and easy to read. The electronic shifter interface is laid out in a line on the console, with the buttons at varying heights, although there seems to be no apparent advantage to this layout.

MDX is not well suited for serious trail driving, though light off-roading is well within its capabilities.

While mainly to add assurance in wintry travel conditions, it also pays dividends on dry pavement. MDX is light on its feet for its size, though that size (and ride

height/center of gravity) are such that it doesn't compete in cornering with lower, more nimble crossovers or sport wagons.

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.