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Yamhill Valley **News-Register**

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McMinnville, Oregon 154th year, No. 100

Student accuses Linfield trustee of sexual assault

By STARLA POINTER
Of the News-Register

A Linfield College student has filed a lawsuit alleging a college trustee — who subsequently left the board — sexually assaulted her in McMinnville in February.

AnnaMarie Motis stated that trustee David Jubb, 70, touched her under her clothes during activities following the board's February meeting.

She names both Jubb, a 1971 Linfield graduate, and the college in her suit, filed with the U.S. District

Fire chief outlines potential fees

By TOM HENDERSON
Of the News-Register

While McMinnville voters amended the city charter Nov. 5 to prohibit fines and fees against local care centers, Fire Chief Rich Leipfert told city councilors Dec. 10 his department still has costs to recover.

He outlined possible new

fees that could be charged throughout the community — not just care centers.

“One of the opportunities that we have to expand, to capture some revenue for costs, would be additional permits,” he told councilors. “We can include annual permitting for operational permits, and the state has a

significant list of operational permits that we are not currently using or enforcing.”

Department officials could also start charging for conducting fire inspections on food carts, Leipfert said.

“A lot of food carts that are not getting regular inspections tend to have propane leaks and issues, so that

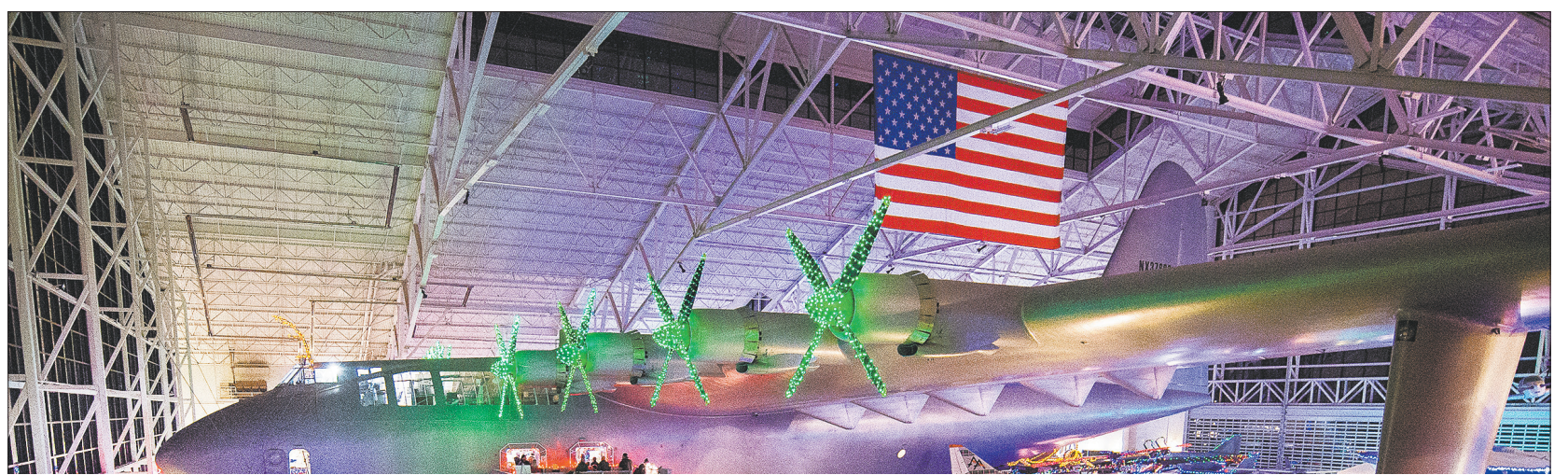
would be another option for us to put into the process,” he said

“There are 25 operational permits within the state fire code that we could pick up on,” he added. “We could easily come back with some recommendations if that’s the direction the council wants to go in.”

Other options, Leipfert said, include new or increased charges for:

- Operational permits.
- Inspections for new businesses.
- First-time and subsequent inspections.

See FEES, A7



AUTOMOTIVE INFORMATION MONTHLY

DECEMBER 2019

Edmunds' Experts Top-Rated Features
How Does the Self-Driving Car Work?
Intro to Adaptive Cruise Control

TOMORROW'S MUST-HAVE CAR SAFETY FEATURE

The most important innovation in automotive safety technology in recent years is the **automatic emergency braking (AEB)** system. According to the Insurance Institute for Highway Safety, cars with this feature are in half as many rear-end crashes as other vehicles. Thanks to sensors, radars and cameras, an AEB system is able to detect objects in front of the car and automatically apply the brakes when a collision is imminent.

AEB systems generally include one or more of the following features: **Dynamic brake support (DBS)**, which enhances a drivers' braking when they aren't pressing the brakes firmly enough to avoid a collision.

Crash imminent braking (CIB) automatically applies the car's brakes when the driver has failed to take action to avoid a crash. **Forward collision warning (FCW)** alerts drivers of an imminent collision with beeping, a flashing light in the instrument panel or by tightening the seat belt. If the driver fails to brake despite the warning, the CIB system (if included) kicks in. Some but not all AEB systems are able to detect pedestrians.



AVAILABILITY OF AEB SYSTEMS

In 2018, 30 percent of new vehicles came standard with AEB systems, while 40 percent more offered them as an option. By 2022, virtually all new cars sold in North America will come standard with AEB systems.

TESLA MODEL 3

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AUTOMOTIVE INFORMATION MONTHLY



A BRIEF INTRODUCTION TO SELF-DRIVING CARS



Every day, the technology propelling the development of autonomous cars becomes increasingly fine tuned. Most experts agree that it won't be long before driverless cars are cruising the streets in droves. Here are some of the basics about this emerging technology.

How does a self-driving car work? The easiest way to understand how self-driving cars work is to look at their key technologies.

Radar sensors monitor the speed and position of surrounding vehicles and objects. Lidar sensors build a map of the exterior world by shooting out millions of infrared lasers and recording how quickly they bounce back.

Ultrasonic sensors are found in the wheels and they detect the position of the curb and surrounding environment when the vehicle parks. The data from these sensors are transmitted to a central computer, which manipulates the steering, acceleration and braking.

What kinds of self-driving cars are there? When it comes to self-driving technology, there are five levels of automation.

Level 1: driver assistance. The car has various driver-assist features such as lane-keeping support and blind-spot detection.

Level 2: partial automation. The driver remains engaged in driving and monitoring the road but can make use of certain automated features, such as parking assistance and traffic-jam assist.

Level 3: conditional automation. The driver doesn't need to monitor the environment but is prompted to intervene and take control of the wheel in certain circumstances.

Level 4: high automation. The car can handle all driving tasks. The driver is prompted to intervene only in rare situations.

Level 5: full automation. The car is fully self-operated and will never prompt a person to intervene.

As it stands, only Level 1 and Level 2 cars (such as the Tesla Model S) are available to consumers on a large scale. However, cars with more advanced automation are being tested by a number of automakers, and it's only a matter of time before we start seeing Level 3s on the roads.



ADAPTIVE CRUISE CONTROL

Adaptive cruise control allows you to both maintain a fixed speed and sustain a set distance from the car ahead of you. Depending on the car model, a laser or radar calculates the distance and speed of the vehicle you're following. This enables it to automatically adjust its pace if the car in front of you slows down or another driver cuts you off. Some systems will even slow you down to a full stop if necessary.

Your vehicle will accelerate to the programmed speed again when it's safe to do so, like when the vehicle in front of you picks up speed or switches lanes. As is the case with traditional cruise control, you can manually accelerate and brake at any time.

The system's range can vary from model to model, and some will only function at speeds above 16 miles per hour. The laser detection feature may not function properly in bad weather or when the car ahead of you is very dirty and doesn't reflect light adequately. The system may not be able to detect a stopped vehicle, so you need to engage the brake if the car in front of you suddenly stops.

Adaptive cruise control can be a useful feature, but you need to have a thorough understanding of how it works. Only use it once you've familiarized yourself with your owner's manual.

EDMUNDS' EXPERTS PICK THEIR FAVORITE MUST-HAVE CAR FEATURES



The average person owns a vehicle for about six and a half years. When it's time to buy a new one, chances are there's a lot of new technology to catch up on. Even in the short span of a three-year lease, tech features and creature comforts evolve fast. It can be difficult to keep track of all the changing tech. We asked Edmunds' experts, who test hundreds of new vehicles each year, what they deem essential the next time they buy a car. Our findings landed along the lines of safety and conveniences and are listed in alphabetical order.

High-intensity discharge (HID) and LED headlights are quickly replacing traditional halogen lights. Both types produce a brighter, sharper and more natural-colored light while using less energy. According to the Insurance Institute for Highway Safety, which incorporates headlight evaluations into its ratings, about half of traffic deaths occur in the dark or around dawn and dusk.

Our editors consider LED headlights akin to high-definition video. Once you've seen the road illuminated in an HD hue of bluish-white, you'll never go back to standard-definition halogen, or even HID, headlamps again. The clarity and confidence afforded by LED lights can't be overstated. Once limited to upper trim levels or an extra-cost option, LEDs are becoming standard on more cars every year, such as current Hondas and Toyotas. In addition to a more upscale look, LEDs sometimes come with extra features such as automatic high beams or the ability to move in sync with the steering wheel around dark turns.

A lot of people associate cruise control with open highway cruising, but adaptive cruise control is actually a boon in rush-hour traffic. It reduces the cumulative fatigue of constantly moving your foot between the brake and accelerator pedals. Our editors agree that this alone can blunt the edge of a tough commute. The best systems — such as those in Mercedes-Benz, Tesla and Volvo vehicles, for example — slow and speed up gradually. Some systems can even come to a complete stop, then continue forward again, further reducing physical and mental fatigue.

The quality of native infotainment systems varies greatly among automakers, depending on hardware, software and suppliers. Some are fast and easy to use, while others feel like gaming consoles from the 1990s. Apple CarPlay and Android Auto level the playing field, ensuring a consistent experience in any car. As long as your new car has Apple CarPlay or Android Auto, you can skip the fancy upgrade. Another advantage is being able to use the voice assistants, such as Apple's Siri, to initiate calls and compose or hear text messages. Both Apple CarPlay and Android Auto have been updated this year with new layouts and features.

Systems that watch your blind spots go by different names depending on the automaker, but all perform the same basic function: alert you to a car driving alongside. The most widely available blind-spot systems typically display a visual alert in



the side mirror and then sound an alert tone if you activate a turn signal. More advanced systems might even actively steer you away from a collision. While these systems don't replace effective mirror positioning and the old-fashioned shoulder check, it is true that today's cars are also harder to see out of because of the modern trend of taller body panels and shorter windows. Of all the latest advanced driver safety aids, Edmunds' editors point to this safety system as the most useful and least intrusive on a daily basis.

The next evolution in the power liftgate is the kind that opens without the need to press a button. While typically still an upper trim level feature or an extra-cost option on wagons and SUVs, hands-free liftgates will open after you've followed a particular protocol, such as swiping your foot under a bumper-mounted sensor or standing near the liftgate for a few seconds with the vehicle's key fob in your pocket. We once dismissed this as a costly gimmick. But after a few trips across a shopping center parking lot, arms laden with bags or heavy, bulky objects, we changed our minds. It especially holds true in rain or snow, when you don't want to set your items on wet ground while fishing for your keys.

EDMUNDS SAYS: Make sure you're up to speed on all the latest features before buying your next car. Some options are simply nice to have, while others may become your next "must-have" amenity.



PARALLEL PARK LIKE A PRO

For many drivers, little is more intimidating than parallel parking. However, pulling off this maneuver becomes much easier once you understand the steps involved. Here's what you need to do.

1. Signal your intention to pull over and then stop your car beside the vehicle in front of the empty space. You want to position your car two to three feet away from the other vehicle and then align your rear bumper with its rear bumper (if your car is about the same length as the other one, you can also line up the mirrors).
2. Crank your wheel all the way and slowly turn into the empty spot while looking where you're going through the back windshield.
3. When your car is positioned at about a 45-degree angle in relation to the curb, stop and straighten the wheel. Then back up straight until you can see the license plate of the car in front of you in the middle of your passenger-side window.
4. Turn your car so that it's parallel to the curb, then reposition it so that it's midway between the car in front and behind.

If you're still nervous about parallel parking, practice this skill on an uncrowded street. And if you have a friend with you, get them to stand on the sidewalk and help direct you.

PORSCHE COULD BE FULLY ELECTRIC BY 2020



According to Porsche CEO Oliver Blume, every vehicle in the brand's lineup could have an electric drive by 2030. While Porsche has no plans to do away with the internal combustion engine entirely in the foreseeable future, the automaker has been increasingly focusing its efforts on electrification and hybrid engines.

Porsche is getting ready to market a fully electric model, the Mission E, as well as bring hybrid powertrains to models as iconic as the 911. As is the case for most of the industry, this transition will be a gradual one for Porsche. The automaker isn't ready to say goodbye to diesel quite yet, preferring to set its sights on 2030.

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