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## GM's Board Tours Orion

The GM Orion Assembly Center was under the microscope, so to speak, very recently.

That's because the General Motors Board of Directors toured the company's Orion Assembly Center on Monday, June 11, getting a firsthand look at Orion's manufacturing processes for the Buick Verano and the Chevrolet Sonic, the only subcompact built in the United States.

Plant management and UAW Local 5960 members briefed board members on GM's Global Manufacturing System at work in the plant before the board had an opportunity to ride in Sonics and Veranos and experience the plant's mission of "Build It Like We Own It."

The tour of the Orion plant came one day before GM's Annual Stockholders Meeting, which was held at the RenCen Marriott in Detroit.

There at the stockholders meeting, GM Chairman and



General Motors Chairman and CEO Dan Akerson, center, listens to an Exterior Total Assembly Check presentation in the Orion Assembly Center June 11 in Lake Orion.

CEO Dan Akerson shared work underway by the company to improve its profit margins and other key initiatives underway to improve the automaker.

He noted the gap in GM's rankings this year on the Fortune 500 list between revenue and profits.

"GM was ranked No. 5 in revenue, but when it comes to profits GM ranked 20th. To be great, GM must close this gap by steadily improving our margins," Akerson said.

"It's fundamental to earning a blue-chip multiple for GM stock, and ensure the company will be successful for gen-

erations, not just a few quarters or a few years."

Highlights of Akerson's prepared remarks included:

- The launch of one of the biggest global product offensives in GM's history. He named the 2013 Buick Verano Turbo announced earlier in the day as a great example of new products designed to compete and win.

- Changes in the product development process that will reduce architectures by 50 percent by 2018.

- He also addressed issues facing GM's business in Europe, including delivering the promised synergies with Peu-

geot, working with unions to become more competitive, removing capacity when and where possible, and driving revenue with new product.

- Protecting the core vehicle business from economic shocks through GM's "fortress" balance sheet and pension de-risking strategies.

"These actions are a clear sign that GM is on the move once again," Akerson said.

"I know we can get the job done - and do it well - because the old internally focused, consensus-driven, and overly complicated GM is being reinvented brick by brick."

## GM, DTE Break Ground in Orion

General Motors, in partnership with DTE Energy, will break ground on a brand-new 345-kilowatt ground-mounted solar array at the Orion Assembly Plant in Lake Orion on Monday, June 18.

Several representatives from General Motors and DTE Energy will be on hand to discuss the project and take part

in a ceremonial groundbreaking at 10 a.m.

Also, GM Foundation/Plant City Grands will also be awarded to the Boys & Girls Club of Southeast Michigan - Orion/Ox and Pontiac Clubs, Oakland Livingston Human Services Agency, CARE House of Oakland County and Clinton River Watershed Council.

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SCAN ME

## Viper Lives On, Well Past Its 20th Year

CONTINUED FROM PAGE 1

ready to take on the performance car world," said Ralph Gilles, president and CEO - Street and Racing Technology Brand and Motorsports, Chrysler Group LLC at the New York Auto Show.

"Beyond being the flagship for the new SRT brand, the launch of the 2013 Viper proves that we simply would not let the performance icon of the Chrysler Group die.

"Willed to live on by a very special group of performance enthusiasts inside the company and across Viper Nation, this SRT team under our new leadership was challenged to not just continue the legendary Viper, but to create a world-class supercar that would showcase the very best we have to offer."

For the 2013 model year, two new models of the iconic supercar will be hand built at the Conner Avenue Assembly Plant in Detroit - the home for Viper since 1995.

Chrysler officials say both SRT Viper and SRT Viper GTS models offer new interior and exterior designs incorporating premium materials and new exterior surfaces with aerodynamically functional details that are beautifully integrated into the high-tech carbon fiber and aluminum skin. On the inside, they say, designers and engineers strived to rethink all touch points and upgrade all material appointments and technologies.

"The SRT Viper model is meant to offer a perfect blend of extreme performance and a deliberate preservation of what has become the iconic DNA of the Viper," Gilles added.

"We strove to deliver a supercar that continues to bring the driver as close as possible to the machine."

The SRT Viper GTS, Chrysler officials say, builds on the DNA of the SRT Viper model with more technologically advanced solutions, like two-mode active suspension, to allow the car to find new limits

on the track, while also opening up its envelope as a more premium and mature evolution of the classic, extreme performance formula.

Designed and built with premium features and materials inside and out, Chrysler officials say the Viper GTS will compete with the best performance vehicles in the world with a wide range of comforts, advanced drivetrain and interior.

"We've purposely evolved the iconic soul and raw performance formula that Viper has maintained over the years," Gilles said.

"Our returning customers will see the world-class levels of pride, quality and hand craftsmanship built into the 2013 Viper.

"With two price classes of the SRT Viper and SRT Viper GTS, we have offerings for both the traditional core Viper customer and for the new customer who wants the same performance in a package with more technology and premium creature comforts."

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## Dow Wins \$2B Patent Lawsuit

NEW YORK (AP) - Dow Chemical has been awarded \$2.16 billion in damages by an international arbitration court over a Kuwaiti joint venture that collapsed four years ago as the global recession took hold.

Dow put together a \$17.4 billion joint venture with Petrochemical Industries Co., a subsidiary of state-owned Kuwait Petroleum Corp., to produce plastics for consumer products, automotive parts and drug processing in 2008.

But as commodity prices plunged and the global economy went into a tailspin, the K-Dow Petrochemicals joint venture was scrapped just days before it was set to close.

There was fierce political infighting in Kuwait about the arrangement, with some suggesting that Dow paid bribes to highly placed members of the government. Critics also charged that the deal would have dug a bigger financial hole for the small, but oil-rich state.

By the time Kuwait backed out of the deal, crude prices had plummeted from \$150 per barrel in July to just \$40.

Dow has denied all allegations that it paid bribes and continues to do business in the region. The timing could scarcely have been worse for Dow in 2008, however.

Two months after the deal collapsed, Dow posted losses of \$1.55 billion for the fourth-quarter of 2008 and announced thousands of job cuts, about 11 percent of its global work force.

Dow Chemical Co., based in Midland, Mich., has been doing business with Kuwait for nearly 40 years. "This outcome brings resolution and closure to the issue," said Chairman and CEO Andrew Liveris.

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