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AH City Clerk Kowal Elected Director Of Int'l Institute of Municipal Clerks

Auburn Hills City Clerk Terri Kowal last week was elected regional director at the International Institute of Municipal Clerks (IINC).

Kowal, before becoming city clerk in Auburn Hills, held the same post in Shelby Township since 1996. While there in 2004, she was named Michigan Township Clerk of the Year.

IIMC membership numbers 10,000 across the globe. In her new role as director of Region 5 – which includes municipalities in Michigan, Indiana, Kentucky, Ohio and Tennessee – Kowal will help the IIMC decide what sorts of educational services to provide to their members.

Kowal, who holds a Master Municipal Clerk certification, said education is the main focus of the IIMC. "The educational needs of each state vary with the duties of the clerk," she added, "so it's important to have a strong connection between the IIMC and the states."

Kowal will act as regional director while maintaining her duties as Auburn Hills city clerk.

In a press release, Auburn Hills City Manager Pete Auger applauded Kowal's commitment and achievements, saying, "Auburn Hills is pleased to employ individuals who not only excel in their positions but take a leadership role in their profession as well."

Terri Kowal

Chrysler Changing Battery Chemistry

AUBURN HILLS – Chrysler Group LLC is withdrawing from service its test fleet of advanced plug-in hybrid-electric vehicles (PHEVs) to conduct a battery-pack upgrade.

"This action is being taken to build upon the lessons from the initial deployment and to concentrate resources and technical development on a superior battery," said Michael Duhaime,

CONTINUED ON PAGE 2

'Taste of Auburn Hills' Sets a Record

The greater business and local communities came out in abundance to attend Taste of Auburn Hills, with a record crowd of 843 in attendance. The event was held Oct. 11 at the Chrysler Museum, and featured 20 area restaurants, beer and wine vendors, and local entertainment. A portion of the proceeds goes to fund Blessings in a Backpack, a program that provides food for the weekend to children in the Avondale School District. Taste of Auburn Hills has been one of the community's most anticipated annual events since 1999.

The 2013 Chevrolet Malibu Turbo in the GM Climatic Wind Tunnel.

2013 Malibu Stands Up Against Hot/Cold Wind Tunnel Testing

Can your car withstand the freezing temperatures of Denali, Alaska, or the baking heat of Death Valley, California, or the cruel humidity of the Gulf Coast?

Aside from a long, potentially miserable road trip, there's only one way to find out: ask the engineers at GM's vehicle development and validation testing to torture your car in the Climatic Wind Tunnel at GM's Technical Center in Warren, and see how it holds up in the 150-mph winds and 40-below-zero temperature, then the 140-degree heat and 1,155-watt sunshine.

"Testing in the Climatic Wind Tunnel reduces the need to travel to remote locations, which helps save time and money," said Ben Cruz, GM engineering group manager for thermal testing at the Climatic Wind Tunnel.

That fortunately makes the miserable road trip obsolete, then, so Cruz and his team decided to use their wind tunnel to put the all-new 2013 Chevy Malibu Turbo to the test.

First, the engineers conjured up a blizzard to test the Malibu's air induction system, designed to keep ice and snow from clogging the vehicle's air cleaning system. Next, they tested the Malibu's cabin air conditioning system against the tunnel's simulated Gulf Coast heat and humidity.

Finally, the engineers scrutinized the powertrain cooling system, for what good is turbo if it can't handle the heat? So they decided to bring on Death Valley-like extreme hot daytime and cold nighttime temperatures.

In all three atmospheres, the Malibu Turbo performed nicely, which was probably a relief to Cruz's team of engineers; surely none of them wanted to pursue the backup real-world road trip.

Also delighted with the Malibu Turbo's climatic wind tunnel performance was Jeremy Loveday, the vehicle's program engineering manager. He's most concerned with passenger comfort and convenience.

In a press release, Loveday explained how the wind tunnel testing helped, saying, "The new Malibu turbo was designed with the things that matter to our customers in mind, like starting on cold mornings and not overheating on hot summer days."

Delphi Sees Future in Design Technologies

by Jim Stickford

The Troy-based Tier I auto supplier Delphi was on hand at the recent SAE Convergence conference at Cobo Hall Oct. 16-17 to show the world just what the company can do and will be doing in the field of advanced automotive technology.

Linda S. Ferris, senior communications manager at Delphi – Electronics and Safety, said the Convergence conference was the perfect place for Delphi to be because the company is "an auto supplier with a core competency in electronics."

Ferris said innovation is in the company's DNA and that they understand that the only way automotive technological innovation can work is if it's innovation for the real world and it meets real-world OEM and consumer needs and desires.

"The concept of convergence of different electronic technologies ranging from infotainment to thermal systems, powertrain systems, safety systems, is important to OEMs," Ferris said. "Delphi provides electronic controls for a vast array of auto systems, such as the ones I just mentioned."

Ferris said Delphi also showed off its proprietary "My-Fi" family of infotainment systems, as well as a full suite of active safety systems that go along with My-Fi.

The safety systems include electronically scanning radar hardware and software for adaptive cruise control.

"We have these infotainment systems and active safety technologies and we can now integrate them together," Ferris said. "We want to minimize distraction to the driver and maximize safety by using all the available information our technology generates."

An example of this, Ferris said, is the use of rear, side and forward radar. These systems can now determine if a driver is in a congested traffic region or an uncongested one.

"Say you're driving along on a quiet country road," Ferris said. "The system can be set up in such a way that the scanners can determine that and the system tells you that you have a text. Because the system has determined that you're in a low-traffic area, you can respond to that text using voice command."

If that same system determines the driver is in a relatively heavy traffic area that requires more driver attention to the road, the driver will not be able to access and respond to that text until the driver is in a safer traffic environment. That's the convergence of communications technology and active safety technology, Ferris said.

Delphi is also excited about the company's Human Machine Interface (HMI) technology. HMI is basically how a driver or passenger interacts with the car. Is the radio display set up in such a way that it's easy to see and use? Is the traffic display easy to read? Are there too many display features on too small a screen, which makes it hard to read or use?

These are all HMI design issues that can really help make a vehicle easier and more pleasant to drive, Ferris said.

"Delphi is involved in both hardware and software design," she added. "The future lies with the development of both technologies.

"The difficulty is trying to design systems that can be refreshed during the 10-year lifespan of a vehicle. Look at the development of the cell phone. Compare state-of-the-art five years ago to one today. Huge advances.

"Today's consumer expects rapid improvement in technology and they want their cars to keep up with their phones."

Ultimately, Ferris said, Delphi is planning for the future by looking at three megatrends. The first trend is safety. Technology such as rear cameras, as well as rear, side and front radar scanners are examples of safety tech.

The second megatrend, she noted, is green technology. The OEMs have done a lot using hi-

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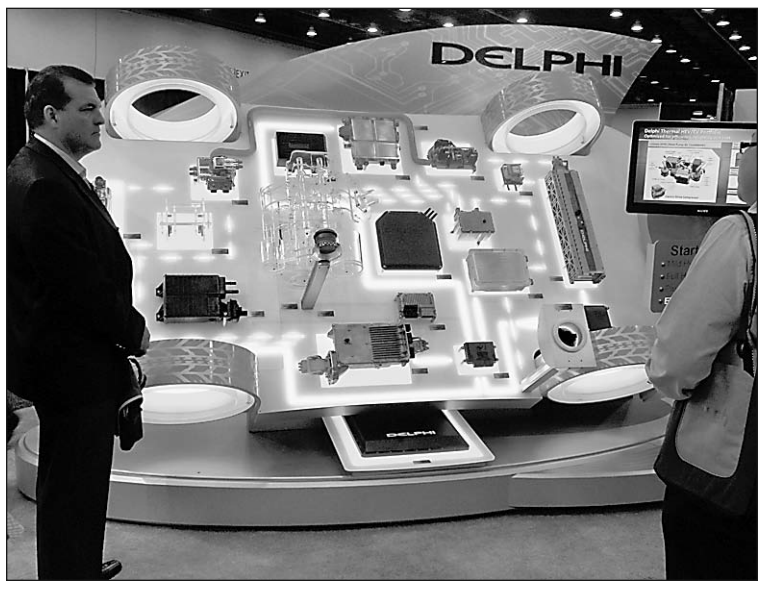

Tier I auto supplier Delphi was on hand last week at SAE Convergence conference to show how much of its technology is used on a variety of different systems – ranging from thermal to electric to safety – that are used in today's automobiles. Photo by Jim Stickford