

Oakland Tech News

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Deadline: Thursday 5:00 p.m.
for the next edition of Monday.

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and interim news editor;
Lisa A. Torretta, operations

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Springer Publishing Co., Inc.
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Eric Zeile, son of Kim Zeile,
is Chrysler program manager.



Kim Zeile, owner and CEO, left;
James Adsit, president and COO



Quality engineer Cheryl Szabla, center, explains the striping process.

Verrier Is Named BorgWarner CEO

The BorgWarner Board of Directors announced Nov. 16 the appointment of James R. Verrier, 49, to president and chief executive officer effective January 1, 2013, at which time he will also join the Board of Directors.

Effective on the same date, current chairman and chief executive officer, Timothy M. Manganello, 62, will continue as executive chairman of the company until his planned retirement at the April 24, 2013 annual meeting, at which time he will step down from the Board.

The Board also announced that at the time of Manganello's retirement, the company's present lead director, Alexis P. Michas, will become non-executive chairman.

Verrier has held positions of increasing responsibility during his 23 years with the company. He currently serves as president and chief operating officer. Previous positions include president and general manager BorgWarner Morse TEC.



The Zeile family raffled off some unique Viper memorabilia.

Prefix Open House a Family Affair

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Prefix opened the 129,000-square-foot facility in August. A majority of the space will be used for the Viper program.

Parts will be hand-sanded to prepare for priming and paint in a self-contained prep room. Two paint operators will be in each booth to circle each other to achieve the desired throughput and to balance the paint.

Prefix also built the armatures that hold the parts in place during prep, paint and polish. The armatures have articulating devices so that the painters can

move the parts while painting to get to the underside.

In addition to the paint process, the facility has a small sub-assembly area and a 10,000-square-foot warehouse, which can hold up to five days of inventory.

The finished painted parts will be sequenced in build order, and shipped to Conner Assembly.

"Viper owners are an enthusiastic crowd and love their Vipers," said Zeile. "One of the biggest complaints was when they waxed their Viper, the wax would build up on the edge of the stripe."

This should bring an end to that complaint. Call it a Prefix.



When it was over, they went: Terry Turin, Eric Foster, Steve Cummings.

Public Needs to Understand How EVs Work

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He also pointed out that gasoline is flammable and there are 200,000 car fires a year, but the public is used to that and used to the internal combustion engine.

By adopting universal standards, the battery industry has goals to reach, Galyen said. If some mom and pop operator designs a system and it doesn't meet SAE standards, OEMs and others will know better than to adopt the technology.

Battery standards cover a wide range of areas, Galyen said. That's why the SAE Battery Standards Committee has so many subcommittees.

One covers battery transport, seeking answers to questions like, how can batteries be transported safely, what are the standards for that?

Then, said Galyen, there is a subcommittee to develop electronic battery fuel gauge measurements. Both the public and industry officials really want to know just how much energy is left in their batteries in an accurate, consistent and precise manner.

Also, said Galyen, there is the battery recycling subcommittee. Right now, OEMs and their suppliers are working on improving battery systems. Recycling is not foremost in their minds.

But having standardized recycling protocols, he said, will help the industry in the long run as companies start looking at recycling and how they can profit from that practice.

"The insurance industry is very interested in having standards," Galyen said. "They are already experimenting in the best way to put out a battery fire in a storage area in the event of a catastrophic failure."

"(They're looking at) What kind of sprinkler head do you use, what kind of what flow works best? Is it mist, drizzle or direct flow? By setting these standards up in advance, you protect yourself."

Galyen said the battery safety subcommittee led by Galen Ressler of GM's Battery Systems Safety has done an excellent job of studying the issues of battery safety.

Their work, he said, along with the battery discharge and disconnect subcommittee, has helped

determine how to store batteries and develop procedures that public safety officials can use when dealing with damaged batteries.

If there is an accident, Galyen said, firefighters need to know the best way to deal with a damaged battery and what kind of equipment they'll need to use in such a situation.

Having agreed upon standards is more than an issue of public safety and confidence, Galyen said. It helps manufacturers on all tiers develop their technology because they will know what standards they have to meet and what standards their suppliers and customers are using as well.

Ultimately, Galyen said, for battery technology to take off four questions must be answered. First is the technology safe. Second, how well does the battery system perform. Third is how will the system last and fourth is what is the cost.

"Most people think cost is the big driver when it comes to adopting battery technology," Galyen said. "It's important but cost is irrelevant if the answers to the first three questions don't add up."

Chrysler: \$240M in Metro Plants, New Jobs

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But, Marchionne said, Fiat has to be looked at as a company with a lot of businesses that generate cash. He noted that it is the largest auto company in Brazil by a wide margin. Last year, the Brazilian market generated a billion Euros in revenue.

When asked the name of the vehicle that will replace the Liberty, Marchionne joked, saying they're calling it the Liberty successor.

Marchionne was also asked if he's ready to retire and if someone is being put into place to take over once he's gone.

"Let my people work their butts off and we'll see what happens when I'm ready to retire," Marchionne said. "But that won't happen anytime soon."

Another question was about the Jeep Grand Cherokee diesel model, to be introduced in the U.S. in the next couple of years.

"I believe the Grand Cherokee

diesel will make a big difference with the diesel market in the U.S.," Marchionne said. "People here have the wrong idea about diesel vehicles. The Grand Cherokee will open a lot of eyes."

Marchionne added that Jeeps, in general, are selling well and that they are looking to squeeze as much production as they can out of the current production facilities. He said that no matter what Gov. Romney said, Jeep is staying in the U.S. and in Ohio.

Plug-ins Will Play a Major Role for GM – Mary Barra

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Learning from the Volt is being liberally applied to the Chevrolet Spark EV, which will go on sale next year in certain U.S. markets and South Korea, with other markets to be announced soon, Barra said.

"We'll meet requirements set by certain regulatory agencies, but we're not building the Spark EV to check a regulatory box," Barra said.

GM is on track to sell more than 50,000 vehicles this year with electrification – between the Volt and eAssist light electrification technology on the Buick LaCrosse, Regal and Chevrolet Malibu. The 2014 Chevrolet Impala also will offer an eAssist model when it debuts next year.

"Our commitment to eAssist is unwavering," Barra said. "Our future portfolio calls for eAssist to be on hundreds of thousands of GM vehicles annually by 2017."

Join us for our
**Grand Opening on
November 29, 2012**

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Strolling Lunch: 11:30-1:30 p.m.
Ribbon Cutting at 12:30 p.m.
with our guest of honor
**Ted Wahby, Macomb County
Treasurer**

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