



General Motors Renewable Energy Manager Rob Threlkeld, left, and Solar Energy Industries Association President and CEO Rhone Resch make official GM's membership in SEIA at PV America East.

GM Continues Commitment To Renewable Energy in U.S.

In keeping with its stated desire to become a more green company, GM is now a member of the Solar Energy Industries Association (SEIA), joining other renewable energy advocates supporting a strong U.S. solar industry.

"Part of our renewable energy goal as a company involves helping other organizations learn how to successfully implement renewable energy strategies," said Rob Threlkeld, renewable energy manager for GM. "Joining SEIA enables us to reach a pool of like-minded companies committed to making solar energy a significant energy source."

Last year, SEIA ranked GM as the No. 1 automotive solar user in the United States. It placed No. 13 among other companies, such as IKEA and Walmart, making significant use of solar power.

"SEIA is thrilled that General Motors has made solar deployment such an integral part of their global sustainability practices," said SEIA President and CEO Rhone Resch.

"Transportation and energy are intrinsically linked, and GM's decision shows the company's keen understanding of the synergies between the two industries.

"We're looking forward to having GM at the table to discuss how we can provide clean affordable transportation and energy options for the American people," Resch said.

GM's solar arrays in the United

States generated enough electricity in 2012 to power 800 U.S. homes. That number is expected to double in 2013.

Its U.S. solar installations include a 1.8MW rooftop solar array at Toledo (Ohio) Transmission Plant expected to generate 3 percent of the plant's electric consumption. An array on the rooftop of its White Marsh, Md., plant generates nearly 6 percent of the facility's electricity.

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ELR Aces Winter Testing in Upper Peninsula

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According to GM engineers, the Cadillac ELR performed admirably during this final round of testing for the chassis under winter driving conditions.

Both the chief engineer and executive chief engineer signed off on the final calibration for winter tuning and winter chassis performance.

"The car did exceptionally well and we're proud of what the team has accomplished with the car... The chief engineer was up there as well as the exec chief engineer and they were really thrilled by what they had experienced," Kelly said.

With winter testing completed, the team is moving on to the next rounds of testing in various climate conditions as Cadillac gets

the ELR ready for production. Based on the Cadillac Converj Concept, the car has been honed by designers and engineers, say Cadillac officials, to remain faithful to the "striking exterior and interior looks, while providing the confident, smooth yet spirited performance handling Cadillac customers expect in a sports coupe."

Kelly said the ELR's range is expected to compare favorably with the Chevy Volt, which has a range of about 38 miles.

The ELR, with larger wheels, tires, and a more specialized suspension system will have a range of about 35 miles on a single charge.

"We have some optional equipment in the car, a different suspension system called Continuous Damping Control that ad-

justs continuously to road conditions," Kelly explained.

"Other factors are the HiPer Strut performance-tuned front suspension system that also improves handling; and the watts link suspension in the rear, another piece of the puzzle that helps us deliver a really confident handling package for the car (yet) it also helps us give a more spirited feel to the car.

"Those changes also added some weight to the vehicle, which caused some reduction in the range compared to the Volt. But we wanted this car to have some spirited performance – that was our paramount thing – to make the the car have some great character, ride and handling, so that's why we made the choices we did on the suspension."

GM's N.A. Profits; Hourly Employees Get \$6,750 Bonus

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The underfunded position stood at \$13.3 billion, slightly improved from the prior year. As previously announced, GM settled approximately \$28 billion of its U.S. salaried pension liability through a combination of lump sum offers and annuitizations.

GM Chief Financial Officer Dan Ammann told reporters that while 2012 was a good, it really sets the foundation for a strong 2013. He said GM expects slightly better results in Europe for 2013, though he said it's probable that vehicle sales will be down year-over-year. GM isn't changing its prediction that the company will break even by mid-decade through reduced capacity and cutting costs.

Mike Wall, director of automotive analysis for IHS Automotive in Grand Rapids, said that he's worked closely with financial institutions that look at GM and he said that the numbers were pret-

ty much what was expected.

Maybe they were a little under because the company's performance might have been overhyped a little, Wall said. GM's numbers showed that North America is driving the company's profits. That's the good news. But GM, and all other OEMs who count on North America, have to be vigilant, said Wall, because the market is tight and competitive.

"Europe is Europe," Wall said. "It's a mess and it isn't going to change any time soon. The best you can expect is to slow down the bleeding.

"The Germans seem to be holding their own. Renault, a French company, is getting help from its partner Nissan, and their Russian operations are also help-

ing. But Europe is a tough market and will continue to be for the next couple of years."

Wall said that 2013 should also be better for GM. The company will have some key launches this year. Their new pickup trucks will go into full production and the new Impala will be launched as well.

"Their new vehicles won't be a 'gimme,'" Wall said. "But the company should be well-positioned for the year. I like their chances in the overall scheme of things. The problems that GM is facing are the same problems that the other OEMs are facing. This North American market is a bit of an equalizer and GM is beginning to hit its sweet spot in terms of their product life cycle."

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